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No. 20,479 號九十七百四第萬二第 日一十月元年子甲 HONGKONG, FRIDAY, FEBRUARY 15TH, 1924. 五拜禮 號五十月三年三十國民華中 PRICE, \$3 PER MONTH

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TIME-TABLE

WEEK DAYS.

7.30 a.m.	7.10 a.m.		
7.30 a.m.	7.10 a.m.	every 15 minutes	Stop
7.30 a.m.	7.10 a.m.	10 "	ping
7.30 a.m.	7.10 a.m.	8.37 "	Non Stop
7.30 a.m.	7.10 a.m.	8.47 "	Stopping
7.30 a.m.	7.10 a.m.	8.54 "	Non Stop
7.30 a.m.	7.10 a.m.	9.04 "	Stopping
7.30 a.m.	7.10 a.m.	9.11 "	Non Stop
7.30 a.m.	7.10 a.m.	9.20 "	Stopping
7.30 a.m.	7.10 a.m.	9.30 "	Non Stop
7.30 a.m.	7.10 a.m.	10.00 "	Stop
7.30 a.m.	7.10 a.m.	10.15 "	ping
7.30 a.m.	7.10 a.m.	10.20 "	Non Stop
7.30 a.m.	7.10 a.m.	10.27 "	Stopping
7.30 a.m.	7.10 a.m.	10.37 "	Non Stop
7.30 a.m.	7.10 a.m.	10.47 "	Stopping
7.30 a.m.	7.10 a.m.	10.54 "	Non Stop
7.30 a.m.	7.10 a.m.	11.04 "	Stopping
7.30 a.m.	7.10 a.m.	11.11 "	Non Stop
7.30 a.m.	7.10 a.m.	11.20 "	Stopping
7.30 a.m.	7.10 a.m.	11.30 "	Non Stop
7.30 a.m.	7.10 a.m.	11.40 "	Stopping
7.30 a.m.	7.10 a.m.	11.50 "	Non Stop
7.30 a.m.	7.10 a.m.	12.00 "	Stop
7.30 a.m.	7.10 a.m.	12.15 "	ping
7.30 a.m.	7.10 a.m.	12.20 "	Non Stop
7.30 a.m.	7.10 a.m.	12.27 "	Stopping
7.30 a.m.	7.10 a.m.	12.37 "	Non Stop
7.30 a.m.	7.10 a.m.	12.47 "	Stopping
7.30 a.m.	7.10 a.m.	12.54 "	Non Stop
7.30 a.m.	7.10 a.m.	13.04 "	Stopping
7.30 a.m.	7.10 a.m.	13.11 "	Non Stop
7.30 a.m.	7.10 a.m.	13.20 "	Stopping
7.30 a.m.	7.10 a.m.	13.30 "	Non Stop
7.30 a.m.	7.10 a.m.	13.40 "	Stopping
7.30 a.m.	7.10 a.m.	13.50 "	Non Stop
7.30 a.m.	7.10 a.m.	14.00 "	Stop
7.30 a.m.	7.10 a.m.	14.15 "	ping
7.30 a.m.	7.10 a.m.	14.20 "	Non Stop
7.30 a.m.	7.10 a.m.	14.27 "	Stopping
7.30 a.m.	7.10 a.m.	14.37 "	Non Stop
7.30 a.m.	7.10 a.m.	14.47 "	Stopping
7.30 a.m.	7.10 a.m.	14.54 "	Non Stop
7.30 a.m.	7.10 a.m.	15.04 "	Stopping
7.30 a.m.	7.10 a.m.	15.11 "	Non Stop
7.30 a.m.	7.10 a.m.	15.20 "	Stopping
7.30 a.m.	7.10 a.m.	15.30 "	Non Stop
7.30 a.m.	7.10 a.m.	15.40 "	Stopping
7.30 a.m.	7.10 a.m.	15.50 "	Non Stop
7.30 a.m.	7.10 a.m.	16.00 "	Stop
7.30 a.m.	7.10 a.m.	16.15 "	ping
7.30 a.m.	7.10 a.m.	16.20 "	Non Stop
7.30 a.m.	7.10 a.m.	16.27 "	Stopping
7.30 a.m.	7.10 a.m.	16.37 "	Non Stop
7.30 a.m.	7.10 a.m.	16.47 "	Stopping
7.30 a.m.	7.10 a.m.	16.54 "	Non Stop
7.30 a.m.	7.10 a.m.	17.04 "	Stopping
7.30 a.m.	7.10 a.m.	17.11 "	Non Stop
7.30 a.m.	7.10 a.m.	17.20 "	Stopping
7.30 a.m.	7.10 a.m.	17.30 "	Non Stop
7.30 a.m.	7.10 a.m.	17.40 "	Stopping
7.30 a.m.	7.10 a.m.	17.50 "	Non Stop
7.30 a.m.	7.10 a.m.	18.00 "	Stop
7.30 a.m.	7.10 a.m.	18.15 "	ping
7.30 a.m.	7.10 a.m.	18.20 "	Non Stop
7.30 a.m.	7.10 a.m.	18.27 "	Stopping
7.30 a.m.	7.10 a.m.	18.37 "	Non Stop
7.30 a.m.	7.10 a.m.	18.47 "	Stopping
7.30 a.m.	7.10 a.m.	18.54 "	Non Stop
7.30 a.m.	7.10 a.m.	19.04 "	Stopping
7.30 a.m.	7.10 a.m.	19.11 "	Non Stop
7.30 a.m.	7.10 a.m.	19.20 "	Stopping
7.30 a.m.	7.10 a.m.	19.30 "	Non Stop
7.30 a.m.	7.10 a.m.	19.40 "	Stopping
7.30 a.m.	7.10 a.m.	19.50 "	Non Stop
7.30 a.m.	7.10 a.m.	20.00 "	Stop
7.30 a.m.	7.10 a.m.	20.15 "	ping
7.30 a.m.	7.10 a.m.	20.20 "	Non Stop
7.30 a.m.	7.10 a.m.	20.27 "	Stopping
7.30 a.m.	7.10 a.m.	20.37 "	Non Stop
7.30 a.m.	7.10 a.m.	20.47 "	Stopping
7.30 a.m.	7.10 a.m.	20.54 "	Non Stop
7.30 a.m.	7.10 a.m.	21.04 "	Stopping
7.30 a.m.	7.10 a.m.	21.11 "	Non Stop
7.30 a.m.	7.10 a.m.	21.20 "	Stopping
7.30 a.m.	7.10 a.m.	21.30 "	Non Stop
7.30 a.m.	7.10 a.m.	21.40 "	Stopping
7.30 a.m.	7.10 a.m.	21.50 "	Non Stop
7.30 a.m.	7.10 a.m.	22.00 "	Stop
7.30 a.m.	7.10 a.m.	22.15 "	ping
7.30 a.m.	7.10 a.m.	22.20 "	Non Stop
7.30 a.m.	7.10 a.m.	22.27 "	Stopping
7.30 a.m.	7.10 a.m.	22.37 "	Non Stop
7.30 a.m.	7.10 a.m.	22.47 "	Stopping
7.30 a.m.	7.10 a.m.	22.54 "	Non Stop
7.30 a.m.	7.10 a.m.	23.04 "	Stopping
7.30 a.m.	7.10 a.m.	23.11 "	Non Stop
7.30 a.m.	7.10 a.m.	23.20 "	Stopping
7.30 a.m.	7.10 a.m.	23.30 "	Non Stop
7.30 a.m.	7.10 a.m.	23.40 "	Stopping
7.30 a.m.	7.10 a.m.	23.50 "	Non Stop
7.30 a.m.	7.10 a.m.	24.00 "	Stop

SUNDAYS.

7.30 a.m.	7.10 a.m.		
7.30 a.m.	7.10 a.m.	every 15 minutes	Stop
7.30 a.m.	7.10 a.m.	10 "	ping
7.30 a.m.	7.10 a.m.	11.15 "	Non Stop
7.30 a.m.	7.10 a.m.	11.25 "	Stopping
7.30 a.m.	7.10 a.m.	11.35 "	Non Stop
7.30 a.m.	7.10 a.m.	11.45 "	Stopping
7.30 a.m.	7.10 a.m.	11.55 "	Non Stop
7.30 a.m.	7.10 a.m.	12.05 "	Stopping
7.30 a.m.	7.10 a.m.	12.15 "	Non Stop
7.30 a.m.	7.10 a.m.	12.25 "	Stopping
7.30 a.m.	7.10 a.m.	12.35 "	Non Stop
7.30 a.m.	7.10 a.m.	12.45 "	Stopping
7.30 a.m.	7.10 a.m.	12.55 "	Non Stop
7.30 a.m.	7.10 a.m.	13.05 "	Stopping
7.30 a.m.	7.10 a.m.	13.15 "	Non Stop
7.30 a.m.	7.10 a.m.	13.25 "	Stopping
7.30 a.m.	7.10 a.m.	13.35 "	Non Stop
7.30 a.m.	7.10 a.m.	13.45 "	Stopping
7.30 a.m.	7.10 a.m.	13.55 "	Non Stop
7.30 a.m.	7.10 a.m.	14.05 "	Stopping
7.30 a.m.	7.10 a.m.	14.15 "	Non Stop
7.30 a.m.	7.10 a.m.	14.25 "	Stopping
7.30 a.m.	7.10 a.m.	14.35 "	Non Stop
7.30 a.m.	7.10 a.m.	14.45 "	Stopping
7.30 a.m.	7.10 a.m.	14.55 "	Non Stop
7.30 a.m.	7.10 a.m.	15.05 "	Stopping
7.30 a.m.	7.10 a.m.	15.15 "	Non Stop
7.30 a.m.	7.10 a.m.	15.25 "	Stopping
7.30 a.m.	7.10 a.m.	15.35 "	Non Stop
7.30 a.m.	7.10 a.m.	15.45 "	Stopping
7.30 a.m.	7.10 a.m.	15.55 "	Non Stop
7.30 a.m.	7.10 a.m.	16.05 "	Stopping
7.30 a.m.	7.10 a.m.	16.15 "	Non Stop
7.30 a.m.	7.10 a.m.	16.25 "	Stopping
7.30 a.m.	7.10 a.m.	16.35 "	Non Stop
7.30 a.m.	7.10 a.m.	16.45 "	Stopping
7.30 a.m.	7.10 a.m.	16.55 "	Non Stop
7.30 a.m.	7.10 a.m.	17.05 "	Stopping
7.30 a.m.	7.10 a.m.	17.15 "	Non Stop
7.30 a.m.	7.10 a.m.	17.25 "	Stopping
7.30 a.m.	7.10 a.m.	17.35 "	Non Stop
7.30 a.m.	7.10 a.m.	17.45 "	Stopping
7.30 a.m.	7.10 a.m.	17.55 "	Non Stop
7.30 a.m.	7.10 a.m.	18.05 "	Stopping
7.30 a.m.	7.10 a.m.	18.15 "	Non Stop
7.30 a.m.	7.10 a.m.	18.25 "	Stopping
7.30 a.m.	7.10 a.m.	18.35 "	Non Stop
7.30 a.m.	7.10 a.m.	18.45 "	Stopping
7.30 a.m.	7.10 a.m.	18.55 "	Non Stop
7.30 a.m.	7.10 a.m.	19.05 "	Stopping
7.30 a.m.	7.10 a.m.	19.15 "	Non Stop
7.30 a.m.	7.10 a.m.	19.25 "	Stopping
7.30 a.m.	7.10 a.m.	19.35 "	Non Stop
7.30 a.m.	7.10 a.m.	19.45 "	Stopping
7.30 a.m.	7.10 a.m.	19.55 "	Non Stop
7.30 a.m.	7.10 a.m.	20.05 "	Stopping
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7.30 a.m.	7.10 a.m.	20.25 "	Stopping
7.30 a.m.	7.10 a.m.	20.35 "	Non Stop
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7.30 a.m.	7.10 a.m.	20.55 "	Non Stop
7.30 a.m.	7.10 a.m.	21.05 "	Stopping
7.30 a.m.	7.10 a.m.	21.15 "	Non Stop
7.30 a.m.	7.10 a.m.	21.25 "	Stopping
7.30 a.m.	7.10 a.m.	21.35 "	Non Stop
7.30 a.m.	7.10 a.m.	21.45 "	Stopping
7.30 a.m.	7.10 a.m.	21.55 "	Non Stop
7.30 a.m.	7.10 a.m.	22.05 "	Stopping
7.30 a.m.	7.10 a.m.	22.15 "	Non Stop
7.30 a.m.	7.10 a.m.	22.25 "	Stopping
7.30 a.m.	7.10 a.m.	22.35 "	Non Stop
7.30 a.m.	7.10 a.m.	22.45 "	Stopping
7.30 a.m.	7.10 a.m.	22.55 "	Non Stop
7.30 a.m.	7.10 a.m.	23.05 "	Stopping
7.30 a.m.	7.10 a.m.	23.15 "	Non Stop
7.30 a.m.	7.10 a.m.	23.25 "	Stopping
7.30 a.m.	7.10 a.m.	23.35 "	Non Stop
7.30 a.m.	7.10 a.m.	23.45 "	Stopping
7.30 a.m.	7.10 a.m.	23.55 "	Non Stop
7.30 a.m.	7.10 a.m.	24.05 "	Stopping

SATURDAYS.

Extra Car—13 midnight			
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8.00 p.m.	8.00 p.m.	8.30 p.m.	
8.30 p.m.	to 11.00 p.m.	every 30 minutes	1st
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BIBLICAL FIND IN EGYPT. COPTIC MS. OF ST. JOHN.

Last winter when members of the British School of Archaeology in Egypt, exploring at Qued-Kebir, a headland of the eastern delta up the Nile, about thirty miles south of Assuit, and over a hundred miles north of Thebes and Luxor, they made many fresh discoveries, writes the Rev. R. Kilgour, D.D. in the *Times*. Most of these have reference to the early Egyptian dynasties and revealed specimens of vases, amulets, and scarabs and ivory work.

Interesting as these records of ancient Egypt are, the most remarkable find of the year was an early Coptic Biblical manuscript. Mr. Guy Branton, the representative of the British School who was directing the operations, was at work in an old Christian cemetery containing Coptic tombstones and Roman graves which had evidently lain undisturbed for some thirteen centuries. There was dug up a rough jar, unfortunately so much broken that not even the pieces now remaining about the size of a man's fist. This bundle had an outer wrapping some linen cloth, and a paper inside the cloth revealed a bundle of papyrus leaves, containing evidently some Christian Scripture in Coptic writing. Mr. Branton packed the whole lot, linen rag and all, carefully and brought it to England for further examination.

When the package was opened and examined by the Hon. Director of the British School of Archaeology, Sir Flinders Petrie, he found that it contained a tall narrow book of papyrus doubled across the hinge and tied tightly in a cloth. He describes it as "therefore much strained and skewed. On one side it was partly rotted and the rest of it was extremely brittle." With all his practical skill Sir Flinders Petrie treated the papyrus so delicately that within a fortnight he was able to separate the fragile leaves one from the other, and also to preserve the linen rag in which they had been tied so long. To his joy he found that the leaves numbered no fewer than 43, most of them in good condition, a few injured, and fragmentary scraps of two or three more. The largest leaf measures about 10 inches high by 42 inches broad. There are still remains of the stitching which originally held the book together. One back leaf was found inserted in the middle of the volume, doubtless to preserve it from being lost after it had got torn away from its proper position. The leaves are written on both sides with 33 to 37 lines on a page. The page numbers are numbered in Coptic letters. The first three leaves (six pages) are wanting at the beginning, two leaves containing pp. 11 and 12, 33 and 34 are missing, and probably three more leaves have disappeared from the end. Originally, therefore, the book must have run to about a hundred pages.

A CHURCH COPY.

A preliminary examination showed that the papyrus contained the text of St. John's Gospel in Coptic written in a regular and scholarly hand. The margins, the spacing of lines and of letters, and the general calligraphy prove that the book is the work of a careful writer. The height of the page and the condition of the book suggest it must have been a church copy. So far as the manuscript has been deciphered it exhibits, as such an age-worn copy can exhibit, a continuous translation of St. John's Gospel as we know it from the Greek text.

The two main questions which arise concern (1) the date when this manuscript was written, and (2) the actual text which it contains.

With regard to the question of date, Sir Flinders Petrie and his colleagues agree that the regular classical hand in which the manuscript is written, and its general condition, suggest an early period. Since Coptic, the late form of the ancient Egyptian language, is written in Greek characters with half a dozen additional letters, it is possible to compare the present papyrus very closely with the oldest known Greek Biblical manuscripts. These are the Codex Vaticanus (Codex B), now in the Vatican Library at Rome, assigned to the fourth century A.D.; the Codex Sinaiticus (Codex A), now in Petrograd, usually assigned to a date very slightly later; and the Codex Alexandrinus (Codex A), in the British Museum, which is generally judged to belong to the first half of the fifth century. The fact, which Sir Frederic Kenyon points out in "Our Bible and the Ancient Manuscripts," that forms of letter are occasionally found in the Vatican manuscript which are believed to be exclusively Egyptian, and that the writing of the Codex Sinaiticus "bears a discernible resemblance to a hand which is found (at a considerably later date) in papyrus from Egypt," adds weight to any such comparison. The conclusion to which Sir Flinders Petrie and his colleagues have come is that the date of this papyrus writing must be placed towards the close of the fourth or the beginning of the fifth century—that is, somewhere round about A.D. 400. It will therefore rank in age with the oldest authorities we have for the Greek text. It will then be the earliest extant manuscript of St. John's Gospel in Coptic, one of the oldest manuscripts of the text of anything like the complete Gospel in any tongue, and the earliest specimen of a manuscript of the Gospel of St. John in any Public Library in Britain.

PUBLICATION OF THE MS.

As to the text, we must await the result of the full examination which is being made by the Coptic scholar Sir Herbert Thompson, who is editing the volume which the British School of Archaeology in Egypt is publishing in connection with this manuscript. Already Sir Herbert Thompson has found that its readings agree in the main with those of the Sahidic (or Southern) version of the Coptic text, though they contain a primitive form of that version with many interesting variants. He will deal with this and all kindred topics in the book which the British School of Archaeology in Egypt hopes to issue during 1924. This will contain photographs of the 86 pages, a transcript of the text in ordinary Coptic printed type, a literal translation in English, and a discussion of the text collated with the readings of the best-known manuscripts. We shall then be able to know, (Continued on next column.)

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among other pieces of information, what
class of Greek text was recognised by the
Primitive Christian Church in Egypt as
the basis for this early version.

The generosity of a few friends of the
British and Foreign Bible Society has pro-
vided a grant to the British School of
Archaeology in Egypt for this publication,
and the unique papyrus manuscript has
been handed over to the Bible House
Library, 148, Queen Victoria Street Lon-
don, where it will be available for scholars
and others interested in the subject.

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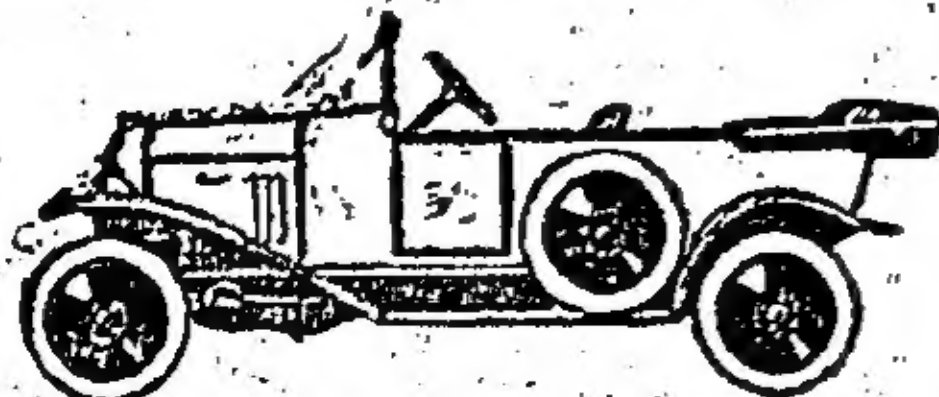
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**TAXING AMERICANS
ABROAD.**

**DECREASE OF AMERICAN
MERCHANTS ABROAD.**

A very serious situation in connection with the future development both of American export trade and the American merchant marine is pointed out by Hon. Herbert Hoover, Secretary of Commerce, in a recent address before the American Marine Congress at New York. This is the fact that the United States by taxing its citizens resident abroad in many cases, subjecting them to a double taxation and also placing them at a great disadvantage as compared with their competitors of other nationalities who are not so taxed by their respective home governments. The following extracts from Mr. Hoover's address embody his views on this important matter:

"Despite our expanding export and import trade, the number of our merchants abroad has decreased in late years and yet if we would have a merchant marine they must be increased. The taxation policies of our Government have been to a considerable degree responsible for this situation."

"We are asking our people to expatriate themselves in order to sell American goods and manage American ships. Our own Government demands in income and corporation taxes up to 55 per cent of the profits of our merchants resident abroad. They also pay taxes to the government where they reside. Thus we demand that they pay double taxes. We are the only nation who does such a thing. With tax burdens even greater than ours, our competitors in the world today have freed their merchant abroad from this double taxation. For instance, an American merchant firm in London today must pay British taxes amounting directly or indirectly up to 50 per cent of its income. The American Government comes along and claims the same sum or even more. In countries not participants in the war, such as the Argentine, the British merchant pays no taxes to his home government, whereas our merchant must pay his taxes in full."

"It is, therefore, felt by many as more economic for Americans to stay at home and sell their goods in the Argentine through a German or a British merchant. Scores of our merchant firms, totally discouraged, have thrown up the sponge."

"Before the war, there were at least 1,000 American engineers employed at substantial salaries in the territories of our former allies. These men went abroad to install American methods of American machinery and equipment in the production of raw materials, and in transportation. These salaried workers now find themselves subject to two gigantic income taxes and thus their foreign mission is unprofitable. I doubt whether there are 100 of them left in foreign territories today. A vast amount of American machinery and equipment that followed in their wake has dried up."

"There is one phase of this matter of vital importance to our farmers. Over 50 per cent of our agricultural exports go to Europe. If our merchant firms were established in Europe it would be possible for them to give delivery at that end and to establish short credits to their customers—all of which relieve our farmers. But American merchants are not likely to establish in Europe and to pay two income taxes which might absorb up to 75 per cent of their income."

"I do not wish to argue the theory that Americans who are engaged abroad in reproductive work should not bear their share of the national burden. I would only point out that other nations have found it is uneconomic to impose this burden upon them, and that we are left in a prejudiced position. Nor am I pleading the cause of the American expatriate who prefers foreign civilization as a luxury, who is bringing no returns to his country by way of his savings or by way of his expansion of American trade."

"These two groups are quite distinct. They can be distinguished in tax measures so as to apply the relief only to incomes earned abroad. One is tied passionately to his country's interests and the expansion of its welfare; America to him is the home he serves in managing her trade. He will yet return with his savings to add to the nation's wealth, whereas the other is but a pensioner on our national resources. And yet as a nation we penalize the one who brings us service and credit."

"This very able and convincing statement of the position in which American trade envoys overseas are placed by our taxation policies should result says the Review in an Act of Congress relieving them, at least in part, from the burden of this double taxation. Obviously we cannot expect Americans of great ability and long experience in foreign trade to conduct operations for our national benefit at a pecuniary loss to themselves. Evidently this is a phase of the matter that the lawmakers at Washington lost sight of when drafting the income tax law, and Mr. Hoover has performed a distinct public service in directing attention to it in such a forcible manner."

COTTON SHORTAGE.

**LANCASHIRE IN FAVOURABLE
POSITION.**

Mr. Frederick W. Tattersall, the cotton trade expert and statistician, writes from Manchester—

Considering the amount of information available, the confusion that exists with regard to American cotton supplies this season is remarkable. The time has arrived when it should be possible to estimate the position fairly accurately. Taking one year with another, the statistics of the United States Department of Commerce are reliable. As to stocks and consumption, Mr. Hester is the veteran statistician.

The crop forecast of the American Government of 10,081,000 bales must be taken as approximately correct. With linters this will mean a growth of 10,700,000 bales. The carry-over at the end of last July, according to Mr. Hester, was 2,500,000 bales. Supplies, therefore, for the twelve months will be 13,200,000 bales.

The figures so far available indicate a much smaller consumption in 1923-24, with a probable decrease of nearly 1,000,000 bales. The amount used may be put down at 11,700,000 bales. These figures point to a carry-over at the end of this season of 1,500,000 bales.

The seriousness of the situation will be realized when it is remembered that stocks throughout the world in July 1921 were estimated at more than 9,000,000 bales. The position, however, is not alarming, and the talk of famine and using up the last bale is not founded on facts. It is some satisfaction to know that Lancashire spinners are more favourably bought than users in most other countries, especially the United States.

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Hongkong Land\$114 b. 113/114 a.
Ewo Cottons\$12 b.
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WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.BRIGANDAGE IN CHINA
HALF A YEAR'S OUTRAGES ON
FOREIGNERS.

Nine foreigners have been murdered and 25 kidnapped by bandits since the Lincheng outrage—the climax of banditry in China—according to figures just brought up to date by the *Peking and Tientsin Times*. The compilation does not include cases in which foreigners have been merely fired on or had close calls, or where only property has been seized or damaged.

Following the interchange of notes concerning the Lincheng affair China gave assurance that immediate steps to eradicate banditry all over the country would be undertaken, but similar outrages continued during the latter part of last year.

Brigands, however, failed to turn over a new leaf in 1923, starting the new year with the murder of Capt. Brandt and his Chinese comrade on the upper river, and finishing January with the capture of Father Frederick Van Praet of the Belgian Mission at Tei Sou, who is now the only foreign captive held by bandits, and Dr. Thompson who escaped on January 24th.

The list of outrages is as follows:—

KILLINGS.

June 15th.—Father P. A. Melotto, Italian, Inchen, Hupei. Released, shot, dying Tungpoh, September 3rd.

Aug. 14.—Revs. R. R. Whitford and F. J. Watt, Church Missionary Society, Mienchow, Szechuen.

September 7th.—*Iyung Mow*. Two Japanese officers killed, two captured. Fowchow, Szechuen.

December 27th.—Bernard A. Hoff, American Lutheran Brethren Mission, Tsowang. Died January 12th, 1924, after release.

December 25th.—Father Achille Soenen, Belgian Mission des Orto, Kokiao, Mongolia.

January 4th.—Capt. F. J. Brandt, British, aboard his ship, *Tesqui*, Kachienchen, Szechuen.

January 20th.—Capt. Wilcox, British, aboard his ship, *Talite*, between Hongkong and Kowloon. One Indian guard was also killed and two wounded.

KIDNAPPINGS.

May 15th.—H. C. Bowson, British-American Tobacco Company, released, captured in April near Pakhoi, Kwangtung.

May.—A. Love, Canadian, beaten and imprisoned by soldiers, Tsinan, Shantung.

June 15th.—Father F. A. Melotto, Inchen, Hupei, number unstated, Changli, Chahar.

July.—*Arty Westhorpe*, British, Yun-nan. Escaped August 20th.

August 22nd.—French priest, Telfu, Yun-nan.

September 7th.—*Iyung Mow*. Fowchow, Szechuen. Two Japanese officers. Still captured.

September 24th.—Misses M. Darroch and M. R. Shaw, China Inland Mission, Shihwan-chien, Hoan. Released by Wu Pei-fu's troops, October 30th.

October 3rd.—Father Timothy McDermott, American Passionist, Tungwan, Hunan. Escaped later.

October 3rd.—C. Howard Bird and wife, China Inland Mission, Fukow, Honan. Released later.

October 17th.—F. Strauss, China Inland Mission, Huangkiang, Hunan. Released in November.

October 23rd.—Steamer *Nanning* pirated. Three officers wounded and held. Hongkong to Kowloon.

November 13th.—Bishop Adolphe Wittner, Apostolic Vicar of East Shantung, a French priest and a nun, Changling, Shantung. Released.

November 13th.—Rev. E. W. Schmaier, Reformed Church of Christ in the United States, Changling, Hunan. Released, December 24th.

December 27th.—Bernard A. Hoff and wife, both wounded and released. Mrs. Juliette R. Kilen, taken American Lutheran Brethren Mission, Tsowang, Hupei. Released.

January 22nd.—Father Frederick Van Praet, Belgian priest, captured at Tei Sou, Shansi, Mongolian border. Still held captive.

Jan. 24th.—Dr. Thompson captured at Paotowchen, near Mongolian border, while returning to Peking with Brig. Gen. Persim's effects. Escaped January 31st.

In addition to the above list of foreigners the foreign communities were interested in the case in which Mr. S. S. Koh, a graduate of Massachusetts Institute of Technology, was captured by bandits at Kienchow on the Tsinan railway and later killed despite the fact that \$15,000 ransom had been paid.

THE JAPANESE IMPERIAL
WEDDING.

OCEAN OF CONGRATULATIONS.

Congratulatory letters on the Imperial marriage received by the Board of Ceremonies of the Imperial Household Department from loyal subjects in all parts of the Empire and abroad by the 25th January at noon aggregated 200,000; those received by the Secretaries of the Ministry of State numbered 230,000, those by the Prince Regent's Household 160,000 or 200,000 in all. On account of his Imperial Highness having visited Europe, and coming in direct touch with westerners, a number of cables expressing their hearty congratulations addressed directly to Prince Hirohito (the Prince Regent) reached the Regent's Palace in Akasaka from foreigners in their respective countries at the same time.—*Japan Chronicle*.

In Cape Town steps are being taken to urge the importance of the harbour as a naval base in time of emergency, and it is pointed out that for £2,000,000 or £7,000,000, compared with the estimated cost of £11,000,000 for the Singapore Scheme, the port could be made thorough by up to date.

CARGO AT YOKOHAMA.
AN AWKWARD SITUATION.

An awkward situation, in which the steamship companies, the landing agents, and the importers are concerned, has arisen at Yokohama. This situation has been created by the extreme congestion which prevails at the Customs. In connection with this, an advertisement appears in the *Japan Chronicle*, in which the agents of steamers calling at Yokohama announce that they will not be responsible for the present lack of landing and storage facilities at the Customs and other warehouses in that port, and that owing to such shortage cargo may be landed in any open space available at the entire risk of the owners of the goods. Touching this announcement, some action is being taken by some of the principal Japanese importers, in order to avoid the risk of having their cargo damaged by being placed in the open. Messrs. Iwai & Co. are the leaders in this movement, and they have invited about twenty other Japanese firms, and also Messrs. Sale and Frazer, Ltd., to co-operate with them. Representatives of Messrs. Iwai & Co. and Suzuki & Co. called a few days back on the Chief Inspector of Customs and put the position before him, asking his assistance. This official is reported to have stated that he was unable to do anything for the importers, but advised them to hold a meeting of as many as could be got together and discuss the situation, after which they might appeal to the Board of Reconstruction requesting the provision of some additional sheds for storage accommodation either at the Customs compound or elsewhere, or that such other steps should be taken as would relieve the situation. The importing houses referred to were expected to hold a meeting on Monday, the 28th inst., at Messrs. Iwai & Co.'s building in Sakai-cho, in accordance with the suggestion indicated above.

As may be imagined, the importers are dissatisfied with the attitude of the steamship companies, while the latter state that they have no alternative and that the congestion is due to the importers' tardiness in clearing and removing cargo from the Customs, an operation in which they cannot assist. Their further contention is that they are only responsible for the condition of the cargo up to the time of delivery from the ship's tackle into the lighters, from which time the responsibility of the landing agents begins. The landing agents, on their part, claim that they are doing their very best; that while they cannot provide shelter for all cargo they handle, they are always ready to provide cover within reasonable limits for such cargo as is liable to be damaged by the elements when stored in the open. Certainly the importers are placed in a very awkward position, inasmuch as their customers are not taking goods off their hands with anything like promptness, owing to shortness of money. Fortunately for all parties concerned, a large percentage of the cargo arriving consists of lumber and steel, which of course, will not suffer if kept in an unsheltered place, unless exposed for an unduly long period.

Messrs. Iwai & Co. have circulated the signatures to the advertisement referred to, requesting them to use their best endeavours to land their cargo as heretofore in some sheltered place, especially cargo liable to damage if exposed to the weather. They further ask that wherever the steamship companies find it necessary to place their goods in an exposed position, they will notify them in advance of their doing so. Moreover, failing such notice, they will hold the steamship companies responsible for the consequences, notwithstanding the publication of the advertisement referred to.—*Japan Chronicle*.

"THE RAJAH OF RAJAPPORE."

PLEASANT AMATEUR PERFORMANCE AT KOWLOON.

"The Rajah of Rajapore," a musical play in three acts, was presented at the Star Theatre, Kowloon, yesterday afternoon by the Kowloon Dock A.D.C. This play was given by the Company a short while ago, and an outline of the plot was then published in these columns. Yesterday's performance was a distinctly improved one. Mr. J. C. Brown was impressive as the Rajah; Mr. W. C. Smith, as a Civil Servant, scored in his vocal numbers, and Mr. G. White, as the wicked spirit which steals the mystic jewel looked really villainous. The part most successfully sustained was that of the Chinese manservant, undertaken by Mr. J. S. Nichols. When not engaged in alterations with Pat, the Major-General's attendant (Mr. A. Dineen), Mr. Nichols loughed about the stage in a superbly detached manner, his shoulders hunched and his eyes towards the ground. He was, in truth, the personification of the Chinese resident of this Colony who gets knocked down by a tram-car or motor-car every day and removed to the hospital or the mortuary. The ladies in the cast were all prettily dressed. The singing of Miss Doris Panchon, though sweet, was a little flat. As the Goddess of Light, Miss Pearl Ogilvie was imposing, and the scene in which she was accompanied by her ladies (ten delightful little girls, some not much over three years of age) was one of the best of the play. (Mr. F. J. Jenner, the producer, is to be congratulated upon the efficient manner in which the piece was presented, and a word of thanks is due to Mr. H. Lawrence's guidance of the orchestra. "The Rajah of Rajapore" will again be shown by the A.D.C. on Saturday evening at the same venue. It is certainly worth a visit.

PIRATES: A RETROSPECT.

[BY "CAMPER"]

The several cases of piracy that have occurred during the past few months have drawn public attention to a class of occupation—(should one call it a profession?)—which as a means of "getting rich quickly" has existed more or less from the earliest times right down to the present day: and it is very interesting to compare the various periods and types of piracy, and the causes which led to its gradual extinction, until now it is confined to an occasional outbreak on the China coast.

Unless there is a ready market for their plunder, only the foodstuffs captured by pirates are of any practical use to them, and it is noticeable that in the Early and Middle Ages the fact that one city, or tribe had little or no care for the sufferings of another led to the unfailing supply of a market within easy reach of the robbers. Even later on, the fact that the various nations were in a state of constant warfare with each other led to the same result, and it is remarkable that it was not until 1813, when a general peaceable settlement was arrived at in Europe, that piracy as a whole was extinguished. While we are apt to forget that it was carried on extensively in Malaya generally within the last 50 years or so. Even with the piracies that are occurring at present it is simply a case of history repeating itself: for the government of China is torn with internal dissensions and cannot wield authoritative power, as the gangs of bandits, etc., bear ample witness.

One of the most noted early periods of piracy was during the time of the Vikings, who were robbers pure and simple, living upon the plunder they secured from the coasts of South-Western Europe, and were quite distinct from the Angles and Danes, the invaders of the shores of France and England from the 5th to the 10th centuries, who settled down and inhabited these countries. These Vikings were great rovers, and it is believed that they were the true discoverers of the continent of North America, reaching it via Iceland and Greenland, some time in the 7th or 8th century A.D.

The coast population of that portion of North-Africa which now forms Tripoli, Algeria and Morocco, was always addicted to piratical attacks on the shores of Europe, especially on the shores of Europe, which were known as the Barbary Pirates or Corsairs originated in the 18th century and were not finally suppressed until about 1830, when the French conquered Algiers.

Their rise was partly due to the expulsion of the Moors from Spain about the end of the 15th century, when they sought revenge in piratical attacks on the Spanish coast. In self-defence, Spain tried to conquer the coastal towns of Algiers and Tunis, but the inhabitants, greatly assisted by the Turks, defeated them. From about 1587 to 1600, they were governed by Turkish rulers sent from Constantinople, but in the latter year a big military revolt in Algiers reduced these pashas to mere figureheads, and henceforward these towns, nominally part of the Turkish Empire, were really military republics living by plunder pure and simple, on both land and sea.

Prior to the 17th century they only used galleys, which more or less confined them to the Mediterranean coasts. But with the introduction of sailing vessels by a European renegade, their scope was greatly extended, and they penetrated into the Atlantic as far as the Canaries, and even up to Iceland. They reached the height of their power during the first half of the 17th century, when a considerable part of their strength is said to have been supplied by renegades who flocked to them from all parts of Christendom.

Their campaigns were carried out under captains or *raies*, who formed a distinct class. Their vessels were fitted out by capitalists, and 10 per cent of the value of their prizes was paid into the treasury of the pasha or Dey. Any trader belonging to a nation that did not pay blackmail in order to secure immunity was liable to be captured at sea, and all on board to be made prisoners. The rich were allowed to redeem themselves, but the poor were condemned to a life-long slavery. At their most flourishing period there were said to be more than 20,000 captives in Algiers alone.

A good many individual attacks were made upon these ports by various European powers, but none of them were pushed home, and it was not until after the general European pacification of 1815, that combined action was taken, doubtless very largely assisted by the general desire for the suppression of the Slave Trade, which itself was part of the great wave of humanitarianism which passed over Europe at that time. Although Algiers was subjected to a terrific bombardment by combined naval forces, in 1816, the effect was only temporary, and piracy was not effectually extinguished until the French occupation of 1830.

The existence of these Corsairs led to the formation of several religious organizations which devoted themselves to the redemption of the Christian captives from slavery. The best-known of these was the Redemptorists. The members of this Order, founded in 1198 by St. John of Matha, were bound by vow to the every endeavour to "succour the Christian captives in the power of the Moors, to collect alms to pay their ransom, and in cases of desperate need, (e.g., to avoid probable apostasy) to offer themselves in place of the captive. It was quite a customary thing for large sums of money to be willed to these bodies for the purpose of furthering their aims. It may be interesting to some to learn that the great Cervantes, the author of *Don Quixote*, was for many years a captive in Barbary.

Another instance of organised piracy carried on for a considerable period was the Bucaaners. This name was given to various piratical adventures of different nationalities who were united in their hatred of Spain, and who established themselves chiefly in the Caribbean Sea during the 17th century.

Their existence was primarily due to the oppressive colonial policy of Spain, who refused to recognise the right of any other country to establish settlements or even to carry on trade in the West Indies. These Spanish monopolies naturally led all other seamen who sailed the Caribbean to have an intense hatred for everything Spanish; and the pleasures of a roving life, enhanced by the prospect of occasional fights with forces organised and led by Spanish officials, particularly appealed to them. Out of such conditions were evolved the Bucaaners—alternately sailors, and hunters, even at times planters—of a roving nature, bold, unscrupulous, very often savage, and possessing an intense hatred for Spain.

As the latter country insisted in her monopolies, England, France and Holland refused to take any action to control these Bucaaners. Quite the contrary, in fact; they authorized those of their own subjects who so wished to fit out ships and attack the Spaniards, not as belligerents, but in their capacity of private gentlemen. Hence they were known as "Privateers": but, to all intents and purposes, were no more nor less than "legalized" pirates.

The Bucaaners who invaded the islands were readily welcomed by the inhabitants, who had been deprived of a ready market for their products by the monopolies imposed by the mother-country. Left free to make settlements at their own risk, a small band of settlers from the sea-faring nations selected the island of St. Kitts to form a headquarters station. The English and French, however, did not get on very well together, and in 1629, after most of the English had departed to a neighbouring island, the remaining settlers were surprised by the arrival of a Spanish fleet. But, after the departure of the latter, the scattered bands returned, and as bucaanering was now a most lucrative business, operations were extended, and new settlements sprang up. France also, had not been idle, and in 1641 took possession of Tortuga, expelling the English. As England was then engaged in the Civil War, the Bucaaners had to look after themselves as best they could.

There were many fights between the Spanish and the Bucaaners. Many islands were thus constantly changing hands, and the state of affairs was becoming too precarious even for these rovers, when they secured a refuge by the fortunate capture, of Jamaica, by the British fleet in 1655. These conquests had all been made with the assistance of the Bucaaners, who, in fact, made up a mercenary fleet, ready for employment by any other nation against the power of Spain, on condition that they shared the plunder. And they were noted for their daring, their cruelty, and their exceptional skill in seamanship.

Their history may be divided into three periods, the first extending from their rise to the capture of Panama by Morgan in 1670, and it was during this period that the men, such as Morgan, Mansfield and others whose names have passed down to us as great leaders, doubtless the second period, from 1671 to 1685, is the time of the greatest daring and prosperity of these Bucaaners, when their power extended not only over the Caribbean, but also over the whole of the Pacific from California to Chile. The final period extends from 1685 to shortly after the opening of the new century, and is marked by disunion and disruption, when the rude honour and independence of the Bucaaners degenerated into unmitigated vice and brutality.

The capture of Panama in 1671 was too much even for the adverse European powers, and a treaty was arranged between Spain and England, whereby all hostilities were formally renounced. By it, Great Britain was to retain all her possessions in the New World (a remarkable concession for Spain to make), and in return engaged not to trade with any Spanish port unless a licence was held. But this treaty was very poorly observed in Jamaica, where the Governor was a close associate of the "Privateers" as the Bucaaners were officially known, and it soon became a dead letter.

The power of the Bucaaners was at its height over the second period, but the combination was too extensive for its work, while the different nationalities of the men forming it was a growing source of discord. In 1689, the outbreak of war between France and England naturally led to their disruption, and thus put an end to the bond of unity which had made them so formidable a force for about three quarters of a century. During the short peace of 1697 to 1700, both England and France were using all their influence to get into the favour of the King of Spain. And, in 1700, with the re-opening of hostilities, and the rise of Spain, due to the success of the French claimant to the throne, the career of the Bucaaners was brought to an effectual close.

It is really remarkable what an extraordinary amount of glamour and romance hang around the words "Pirate" and "Bucaaners," and how fascinating practically all people—especially the young—find novels and romances based on piracy. Who has not been thrilled and entranced by Stevenson's "Treasure Island" or Sabatini's "Sea Hawk," and similar books? Bill Bones, Silver, Trevelyan, haunt our imaginations and live in our hearts. In fact, it would appear that, at heart, all men are pirates, and most of us seem to have a "sneaking admiration for the 'bad boy'."

FOUNDING OF THE "MARY HORLOCK"

COURT OF ENQUIRY OPENED.

ORDERS OF A BRITISH CREW IN THE STORMY PACIFIC.

At the special request of Captain Charles Hill, Master of the s.s. *Mary Horlock*, a letter to the Harbour Master of Hongkong, a Court of Enquiry into the circumstances surrounding the abandonment of the British steamer, *Mary Horlock*, was opened at the Marine Magistrate's office, yesterday morning. The ship, it will be remembered, was abandoned on January 25th, in a sinking condition, her crew being saved by the s.s. *President Taft*.

The members of the Court are:—Lieut. Comdr. Conway Hale, B.N.R. (Acting Harbour Master and Marine Magistrate), President; Lieut. Comdr. P. W. F. Henderson, R.N., Superintendent of the Chart Dept., H.M. Dockyard, Hongkong; Capt. A. J. Huxley, Commander of the s.s. *Empress of Australia*; Capt. G. Byers, Master of the s.s. *Chin Hing*; and Capt. S. O. Mifflin, Master of the s.s. *Sui Sang*.

Mr. F. G. Vaux appeared at the Court to represent the Captain of the steamer and Mr. G. N. Tinson represented the owners of the vessel, the Horlock Shipping Company of England. The vessel was 5,000 tons gross and 3,440 tons net register. She was carrying at the time a cargo of timber for Japan, valued at 300,000 yen and she had a crew of 7 officers and 12 men. The agents of the vessel in Hongkong are Messrs. Dodwell & Co. She was abandoned some 700 miles off the coast of Japan.

Mr. Vaux in his opening address to the Court, said that on December 20th the s.s. *Mary Horlock* left the port of Tacoma with a cargo of timber, but before leaving she was surveyed by the San Francisco Under-Writer's Association. The Captain would say that he personally supervised the loading of the cargo and he was very thorough in seeing that the cargo was loaded in a correct manner. The vessel at that time had 93 inches of freeboard but as the Captain did not allow for the width of the Plimsoll mark and for the density of salt water her actual freeboard was 53 inches. "Unfortunately," said Mr. Vaux, "the Chief Officer's log is not produced in Court except from January 25th to the day of the abandonment of the ship; logs previous to the first mentioned date were lost when the ship was abandoned."

The story, Mr. Vaux went on to say, "is one long history of heavy gales, and right from January 25th to January 12th the gales were almost continuous. Further heavy gales were encountered from January 22nd, January 23rd and January 24th. Every possible means were used to make the ship stand during this period. During the night of January 12th and January 13th her steering gear broke, but temporary repairs were effected. Shortly after this the heavy weather there was anxiety on board about shortage of coal and it was found necessary to breach the cargo of timber with a view conserving her coal fuel. On January 24th she was in further difficulties and on January 25th radio messages were sent out asking for help."

Mr. Vaux said that these messages contained a request for ships to stand by. Apparently the message was picked up by two steamers, one being *President Taft* and another ship, which need not come into the story as she was unable to render any assistance. On January 25th, the deck cargo shifted, owing to the ship's heavy list, which further impeded the steering gear by bearing on the steering chains. In the official log for the 25th there was an entry that the actual hull or shell plate had given way and the ship was in serious straits. The s.s. *President Taft*, after being in radio communication with the *Mary Horlock*, arrived on the scene at 3 p.m. on the 25th and when they had laid an oil field around the vessel the crew were safely taken off the injuries being slight. The s.s. *President Taft*, after being in radio communication with the *Mary Horlock*, arrived on the scene at 3 p.m. on the 25th and when they had laid an oil field around the vessel the crew were safely taken off the injuries being slight.

Regarding the radio messages leading up to the abandonment of the ship, Mr. Vaux said that at 1.40 p.m. on January 25th an S.O.S. message was sent out asking for ships to stand by. The *President Taft* replied that he could not stand by but that they were willing to take the crew off. At 2.25 p.m. the Master of the *Mary Horlock* replied, refusing to abandon the ship. The words of his message were: "We have received your message, but we are not prepared to abandon ship. We endeavour to dump deck cargo, stowing S.E., four knots."

Later on things became more serious and another S.O.S. was sent out about 5.50 p.m. on the 25th stating that the deck cargo had shifted and that the ship had a heavy list and requesting steamers to stand by. At 10 a.m. on the 26th the *Mary Horlock* was apparently drifting and her bunkers were running out. A further S.O.S. was sent out calling for assistance, and in reply he was asked if he was prepared to abandon ship. An hour later he replied to this message which was from the s.s. *President Taft*: "Will abandon steamer on your arrival." The position of the Captain up to this time was that he had to decide whether he would abandon ship or hold on without assistance.

At three p.m. on the afternoon of January 26th the *President Taft* arrived and at that time the steamer was drifting at 11 miles per hour and her Captain was of the opinion that she was sinking. At 4.30 p.m. the first boat was launched. The *Mary Horlock* had a serious list and it was only with difficulty that the boat was launched. Skids were laid. This boat was sent away in charge of the Chief Officer. During this time the *President Taft* had been circling round the ship laying an oil field round her. It was found impossible to launch another boat.

so a boat was sent from the *President Taft* which took off the remainder of the crew. This second boat left at about 7.20 p.m. and about this time the Master would give in his evidence that as his ship was on a recognised route she would, as a direct, be a menace to shipping, he had decided, before leaving the ship, that the correct course was to scuttle her. He ordered the Chief Engineer to do this and this was done before the Captain left the ship. His reasons for scuttling the ship the Captain had fully set out in his letter to the owners of the ship on January 30th.

In conclusion, Mr. Vaux said that Capt. Hill's decision to abandon the ship was supported by the Master of the *President Taft* and though he had to take the responsibility for his action a second opinion appeared to confirm him in so doing.

In reply to questions by the President of the Court, Capt. Hill said that practically the whole of the crew were still in Hongkong and that all the officers of the ship, with the exception of the third engineer, who was in hospital, were available to give evidence.

The President ordered that the carpenter, the bosun, two A.B.s (Fitzgerald and Elyan) and an apprentice named Wablen attend to give evidence, if required.

Capt. Hill, giving evidence, said that he loaded his cargo at Tacoma, Port Billingham, Port Everett and Seattle, and in addition to a total cargo of 3,000,000 odd board feet of timber he had 1,200 tons of bunker coal. A quantity of the timber was very heavy and of big dimensions, and 755,395 feet of the timber was carried as deck cargo. Before leaving Seattle he consulted the weather reports which forecasted better weather. He bore out the story outlined by Mr. Vaux and in reply to a question by Capt. Hale, he said that he ran before the gale so as to ease the strain on the rudder and to save coal.

The Chief Officer (Mr. Jones) gave in his evidence that the ship's list was between 30 and 40 degrees when the ship was abandoned. "The list had been gradually increasing. He put it down entirely to water coming into the ship and when she was abandoned he thought she would go down in a very few hours."

Lieut. Comdr. Henderson: "Was the sinking stern head on or on an even keel?"

Witness: "By the stern, Sir; the water was coming into No. 3 hold."

The Chief Engineer (Mr. Wm. Martin Dockway), said in the course of his evidence that he experienced no trouble with the pumps. They were working well right up to the time they decided to abandon the ship.

Capt. Hale: How did you scuttle the ship?

Witness: Opened the cover of the tank filling valve and opened the tank injection. Lieut. Comdr. Henderson: How much water would enter the ship per hour by this?—The pipe is 8" diameter and the inlet is 24 feet below water.

When did the list first come to the ship?—At midnight on the 24th and 25th.

When did you first think that the ship was strained?—At nine o'clock on the morning of abandoning the ship.

The President: When were you first aware that the ship began to make water?—Shortly after 9 o'clock.

This is a standard ship. Are you satisfied with the structure of the ship, equipment and machinery?—I consider she was very strong and very satisfactory in every way.

What was your opinion as to how the water got into No. 3 hold?—The shifting of the deck cargo carried away the bulwarks which started the rivets.

Witness went on to say that the repairs to the steering gear were satisfactory, quite good enough to bring the ship into port. The Master, he said, asked him for his opinion as to the advisability of abandoning the ship and he told him that the only thing he could do was to leave her.

Did you think she was doomed?—Yes. The only thing we could do was to abandon her. If we had stayed on board we would have lost our lives as well. That was my opinion and I am even more firmly of that opinion now.

In reply to Mr. Vaux, the Chief Engineer said the repairs to the steering gear were sufficient to meet the heavy subsequent gales. He added that he noticed that the coupling bolts of the rudder were slack, but this had nothing to do with the repairs which were carried out on the quadrant.

The ship's carpenter (Nicholas Dalton) described the storm as the worst he had ever been in, but the ship behaved very well.

Lieut. Comdr. Henderson: "When did you first find the ship was taking water?"

Witness: On the morning of the 25th (the day the ship was abandoned), just at daybreak; still then the soundings had been good; then I got 12 feet of water in hold No. 3 port bilge.

Witness went on to say that he took soundings every quarter of an hour after until it got too bad and then he gave it up.

The second officer (Mr. Jones), the bosun (Patrick Fennell) and an apprentice (E. N. Watson) were called but they could throw no fresh light on the "disaster" as the President termed it.

An able seaman, named Fitzgerald, who stated that he had been 40 years at sea, was asked if he could add any further information to that already given. His reply was illuminating in so far as the state of the ship and the weather were concerned. "The only thing I can say, Sir," he said, "is that I am glad I am out of her and I did not get out of her a minute too soon. It was absolutely the worst weather I have ever come across and I have been at sea for 40 years."

This was all the evidence called and the President announced that the finding of the Court would be given on Saturday at noon.

SEQUEL TO MOTOR COLLISION NEAR TAIPO.

DUTCHMAN SUES HONGKONG HOTEL AND EAGLE GARAGES.

NEGLIGENCE ALLEGED BY THE PLAINTIFF.

Karl Ludwig Haessler, a Dutchman (local representative of Messrs. George Dralle, Ltd.) brought an action in the Summary Court, before the Puisne Judge (Mr. Justice Gompertz), yesterday, claiming damages from the Hongkong and Shanghai Hotels, Ltd., and also the Eagle Garage, in respect of a collision of motor cars, which took place on the Taiipo Road in June, 1923. The claim is made up of \$120 for doctor's and hospital expenses, \$75 loss of commission which he would have earned if he had not been incapacitated and \$1,000 for general damages.

The plaintiff was represented by Mr. M. M. Watson, whilst Mr. H. C. Macnamara appeared for the Hongkong Hotel garage and Mr. D. McCallum for the Eagle Garage.

Mr. Watson, outlining the plaintiff's case, said that plaintiff, with two friends, hired a Hotel garage car on Sunday afternoon, June 3rd, for a drive round the New Territories. Just past Taiipo there was a collision with a car owned by the Eagle Garage, which was proceeding in the opposite direction. The cars were both in sight of each other for a long time before the collision and there was no possibility of the accident having arisen from inevitable causes. The Hotel car went over the bank of the road, falling five or six feet, the plaintiff suffering injuries which necessitated his going to hospital. There was either negligence on the part of both or one of the defendants.

His Lordship held that if, at the end of the case, he was in doubt which of the defendants was in fault, the plaintiff would get a share of the damages from both.

Plaintiff stated, in the course of his evidence, that after passing Taiipo he saw another car approaching, and could see it a long way ahead. The car in which he was riding was not proceeding very fast, but the approaching car appeared to be going faster. Instead of passing each other, the cars collided, the wheels touching and his car went over the side of the road, falling five or six feet. Witness was cut very severely about the mouth by broken glass. He later spent nine days in the Peak Hospital and was under medical treatment for three weeks. His explanation of the accident was that one of the cars failed to give way.

Plaintiff, cross-examined by Mr. McCallum, stated that he did not think it was because of speed that the car in which he was riding, proceeded after the collision and went down the bank.

Mr. Macnamara opened his defence by mentioning that the Hongkong Hotel garage commenced an action against the Eagle Garage, but the proceedings were later withdrawn owing to the slight damage to the car.

Mr. Dekker, a Dutchman, who was in the Hotel car at the time of the collision, giving evidence for the Hotel garage, said the car was not going at more than 15 miles per hour. He thought the accident was due to the other car not giving way, and it could easily have been avoided.

Cross-examined by Mr. McCallum, witness admitted that the Hotel car travelled about 10 or 15 yards before it went over the bank. The driver might have lost his head. He admitted that the Eagle Garage car was pulled up only a few feet away from the spot where the collision occurred.

Mr. Parsons, manager of the Hotel garage, maintained in evidence that as the Hotel car had a right hand drive it could not, with safety, have been nearer the edge of the road.

Witness, however, accepted certain measurements which were put to him by Mr. McCallum, which proved that the Hotel car was slightly a matter of about two inches over the centre of the road. He thought that the car went over the bank because the steering gear became locked by the collision.

The driver of the Hotel car said that the other car did not keep far enough over on its proper side of the road.

Cross-examined he added that as soon as the collision took place his engine stopped. He did not de-clutch and it was the impetus of the collision that caused his car to swerve round and fall over the bank. After the collision, the Eagle car did not stop until it had gone 500 or 600 feet past the spot.

His Lordship thought that if it appeared that the driver of the Hotel car failed to act reasonably after the collision and because of that the car went over the bank, he might like the assistance of an assessor on technical matters.

Addressing his Lordship, Mr. Macnamara pointed out that it did not matter very much if the Hotel car was a matter of an inch or two over the centre of the road. It had been proved that the near wheel was only 18 inches off the side of the road and he claimed that that was a reasonable space to allow. Where the collision took place was a bridge, and the Hotel car was on that bridge first. It was the duty of the Eagle car's driver not to have come on that bridge unless he was reasonably sure that he could have got through. The Hotel car had the right of way.

Mr. McCallum contended that the Hotel car was being driven so fast that after the collision it could not be pulled up and that it went over the bank.

The driver of the Eagle car gave evidence to this effect.

The case was continued in the afternoon, and after the solicitors had addressed the Court, his Lordship announced that he would reserve judgment.

SPORT

THE ANNUAL TENNIS TOURNAMENT.

HOW THE ENTRIES ARE GOING.

NO 225 KWONG AND OTHER WELL-KNOWN PLAYERS NOT YET ENTERED.

Entries for the Colony's tennis tournament close to-day and yesterday; we were informed by the Hon. Secretary (Mr. L. S. Greenhill) that though the entries to date are not by any means up to the average, yet judging from the present keenness on tennis, it is expected that they will be up to or over the average.

In the open Singles event for the championship of the Colony, only half the ordinary number of names have been sent in so far. Amongst well-known players who have entered are Mr. S. E. Green, ex-champion of the Colony, and Lieut. Com. Worthington, a hot favourite last year, who was unfortunately compelled to drop out after reaching the semi-final owing to illness. This year the Japanese community are represented by eight of their nationals. It is a long time since we have had any representatives from the Land of the Rising Sun but this year they intend to make a bold bid for tennis honours. They should go a long way on the tournament for, though we have not heard very much about their play lately, they can put forward some very strong players, as witness the fact that in a friendly game the other day one of the players soundly trounced one of the Colony's best and most experienced players. It comes as a surprise that, so far, only three Chinese have entered for the singles event; usually there has been no shortage of entries from this section of the community. The three Chinese entered are T. Lay, Rew Man Tsun and Ho Ka Lan. The name of Ng Sap Kwong, who has been our champion for the last six years (and who is entering for the Davis Cup), does not appear, whilst the names of several other well-known Chinese players are missing. Then what of the Rumjahn family—who provided us with such good exhibitions for the last two years—and other good players from the Indian community. So far not a single entry has been received from any of the Indian players. Last year one of the Rumjahns was the Singles finalist. It is hoped they will roll up to-day with their entries.

As regards the Open Doubles, here again the entries are under the average. So far only two have been received from Chinese players. They are: Yew Man Kit and Yew Man Tsun; and Ho Wei King partnered by Ho Ka Lan. Amongst others entered are S. E. Green partnered by T. Lay, and Lieut. Com. Worthington partnered by F. A. Redmond.

The Club events are in much the same condition, though perhaps slightly over half the normal number of entries have been received already.

The entries close to-day.

CRICKET.

H.K. CLUB 1st XI. v. UNIVERSITY.

The following team will play to-morrow, the 16th inst., at 2.15 p.m., on the University ground:—

H.K.C.C.—R. Hancock (capt.), G. R. More, E. G. Lammert, H. Owen Hughes, E. J. R. Mitchell, R. E. A. Webster, A. C. I. Bowler, A. V. T. Dean, Col. Robertson, D. H. F. McMaster and L. H. Kearne.

University.—A. A. Rumjahn (capt.), H. N. Balchett, E. K. Quick, A. S. Hett, R. A. Ponsonby Fane, M. H. Roffey, W. M. Glavin, T. O. Yew, M. B. Osma, D. Laing and B. P. Ng.

A bus will leave the H.K.C.C. pavilion at 1.45 p.m.

H.K.C.C. 2nd XI. v. ROYAL ENGINEERS.

The following will represent the Club in the League match to-morrow:—G. H. Piercy (capt.), H. E. Hollands, L. D. McNeill, E. C. Hagen, H. Griffin, D. E. G. Nicholson, C. E. Baron, C. V. Mark, T. B. Powell, P. Jacks and J. A. H. Plummer.

The match H.K.C.C. v. Royal Navy at Happy Valley is cancelled owing to the ground being unfit for play.

I.R.C. 2nd XI. v. ROYAL NAVY 2nd XI.

The following will represent the Indian Recreation Club 2nd XI. in a League match against the Royal Navy 2nd XI. to-morrow at 2.15 p.m. at Sookunpoo:—D. Rumjahn (capt.), Sirdar Khan, E. A. Moodeen, Y. A. Wahab, E. Moodeen, O. Rumjahn, H. D. Rumjahn, F. M. el Areulli, M. P. Madar, A. Kitchell and A. H. M. Samy.

K.C.C. 2nd XI. v. R.A.M.C.

In this League match at Kowloon to-morrow at 2.15 p.m. the home XI. will consist of: H. Overy (capt.), A. O. Brown, E. J. Edwards, W. L. Weaver, O. B. Raven, A. R. P. Raven, B. Poberam, A. J. Kew, E. Savage, J. Fraser and T. Lay.

K.C.C. v. CIVIL SERVICE C.C.

In this friendly match at Happy Valley to-morrow at 2.15 p.m. sharp Kowloon will be represented by E. E. Lindell (capt.), A. W. Ramsey, S. Lee, E. Posenji, J. C. Foster, L. E. Lammert, F. W. Howell, B. Barnshaw, C. Barnshaw, L. A. E. Dunne and Capt. McHewitt.

C.C.C. v. E.E. TELEGRAPH CO.

In this match, to be played to-morrow at 2 p.m. on the C.C.C. ground, the home XI. will be composed of B. W. Bradbury, T. Grimes, E. Mowfung, B. W. Muckett, F. K. Modi, A. A. Pao, S. Abbas, G. White, S. Moore, A. W. Milne and M. Pinner.

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NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.

THE EXTRAORDINARY GENERAL MEETING to confirm the Resolutions passed at the previous Extraordinary General Meeting will be held in the Board Room of Messrs JARDINE, MATHESON & Co., Ltd., Hongkong, on FRIDAY, 15th DAY OF FEBRUARY, 1924, at 5.15 P.M.

PERCY SMITH, SETH & FLEMING,
Secretaries and Treasurers.

ST. JOHN'S CATHEDRAL.

AN ORGAN RECITAL
Will be Given by
MR. FREDERICK MASON, A.M.C.O. L.T.C.,
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OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, BRIAN OSCAR BLAKER, of Victoria, Hongkong, HEREBY GIVE NOTICE that in consequence of there being a previous Registry of Similar Name, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Steam Launch "PARKING", of Hongkong Official Number 18436 of gross tonnage 10.05 tons, register tonnage 34.03 tons, heretofore owned by me for the purpose of changing her name to "PAK KING" and to have her registered in the New Name at the Port of Hongkong as owned by me.
Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hongkong within Seven Days from the appearance of this Advertisement.
Dated at Hongkong this 14th day of February, 1924.
Sgd. B. O. BLAKER.

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs JARDINE, MATHESON & Co., Ltd., at MONDAY, FEBRUARY 25th, 1924, at 11 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, February 14th, 1924, to Monday, February 25th, 1924, BOTH DAYS INCLUSIVE.

W. S. BROWN,
Secretary.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE FORTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at Messrs JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 28th FEBRUARY, 1924, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1923, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, the 14th FEBRUARY, 1924, until Thursday, 28th FEBRUARY, 1924, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

GREEN ISLAND CEMENT CO., LTD.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the Company will be held at the Office of the Company, Messrs JARDINE, MATHESON & Co., Ltd., on TUESDAY, the 4th MARCH, 1924, at 11 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and Report of the Directors for the year ending 31st December, 1923, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday, the 19th FEBRUARY, 1924, until Tuesday, the 4th day of MARCH, 1924, both days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 11th February, 1924.

CONTRACTORS PLANT.

ON Completion of Pui Wah Road and Johore Causeway Contracts, the Contractors, TOPHAM, JONES & RAILTON, LTD., of London, have a Large Quantity of LAND AND MARINE PLANT FOR IMMEDIATE DISPOSAL.

The LAND PLANT includes Air Compressors, Boilers, Cranes (Travelling Derrick, Goliath and Titan, up to 15 tons lift), Concrete Mixers, Rock Drilling Machines, Portable Engines, Grab Buckets, Locomotives, Pumps, Elevators, Rails, Rabbles, Skips, Shop Machinery, Trucks, Wagons, etc.

The MARINE PLANT consists of Ocean-going Tugs, Smaller Tugs, Steam and Petrol Launches, Steel Hopper Barges and Lighters, Wooden Pontoon, Grab Cranes on Steel Pontoon, etc.

Enquiries are invited, and should be addressed to
TOPHAM, JONES & RAILTON, LTD.,
Post Office Box 608,
Singapore, S.S.

INTIMATIONS

NOTICE.

PLEASE Note I assumed Management for the HONGKONG SMALL DIVISION'S SHARE AND REAL ESTATE CO., Hongkong, from 1st JANUARY, 1924, also please Note that my Contract as Hongkong and South China Manager for the INTERNATIONAL TRADE DEVELOPMENT, Ltd., expired on 31st December, 1923.

J. E. OLLERTON.

NOTICE.

MR. FREDERICK CHARLES HALL, having returned to the Colony, resumes Charge of our Insurance Department from Date.

JARDINE, MATHESON & CO., LTD.

Hongkong, 9th February, 1924.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Building, on MONDAY, 3rd MARCH, 1924, at 11 A.M. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1923, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd February to 3rd March, 1924, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 12th February, 1924.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 23rd FEBRUARY, 1924, at 11.30 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1923.

The Register of Shares of the Corporation will be closed from Monday, 11th February to Saturday 23rd February, 1924 (both days inclusive) during which period no transfer of shares can be registered.

AND NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG AND SHANGHAI BANKING CORPORATION will be held on the day and at the place aforesaid immediately upon the termination of the Ordinary Yearly Meeting for the purpose of considering and if thought fit of passing the following resolution viz.

That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the Shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to incorporate and under which the Corporation is incorporated and to carry on business so as to allow of the ordinary note issue of the Corporation being increased from \$20,000,000 to \$30,000,000 and to modify the existing requirements as regards the deposit of security in respect of its note issue in the following manner:

(a) So that the whole of the increase (namely, \$10,000,000) of such ordinary note issue shall be secured by coin or bullion or approved securities.

(b) To provide that whatever the total amount of the note issue may be at any particular time the amount of coin or bullion deposited by the Corporation shall never be less than one third of the total amount of the bills in actual circulation.

By Order of the Board of Directors,
A. G. STEPHEN,
Chief Manager.

Hongkong, 4th February, 1924.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 7741 dated Hongkong 18th May, 1921, for 10 Shares numbered 84249, 84258 inclusive and Certificate Provisional No. 57728 dated Hongkong 20th of February, 1924, for 3 Shares of this Bank numbered 122917/122919 inclusive, both registered in the Name of Mrs. ESTHER FANNY SELBY have been Destroyed by Fire, and should these Certificates not be produced to the Bank before the 23rd FEBRUARY, 1924, New Certificates for the Shares will be issued, and the aforesaid Certificates No. 57728 and Provisional No. 57729 will be thereafter treated by this Corporation as Null and Void.

By Order of the Board of Directors,
A. G. STEPHEN,
Chief Manager.

Hongkong, 4th February, 1924.

NOTICE.

A. S. WATSON & CO., LTD.

ONE Certificate No. 7741 for One Hundred Shares Nos. 57725 to 57735 inclusive, in this Company, standing in the Name of Mr. GEORGE EDWARD MAY (deceased) has been LOST, and if at the Expiration of One Month from the Date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company, and thereafter no other will be acknowledged.

A. S. WATSON & CO., LTD.
Hongkong, 22nd J.uary, 1924.

TO LET.

WHOLE GROUND FLOOR and BRIGHT OFFICE ROOMS in 1st Floor of the Building, No. 6, DUNDALL STREET.

Apply WITHIN,
Room No. 10, 1st Floor.

287

TO LET.

HOUSES AND FLATS - European Style - Nos. 1, 3, WING ON BUILDING, NATHAN ROAD, Kowloon - Opposite Po Hing Theatre. Rent - from \$85 to \$115 Per Flat. \$5 Extra for Flush Water Closet.

Apply to -
THE WING ON CO., LTD.

319

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

MEMBERS have the privilege of introducing Two Non-members to the Members' Enclosure.
A Limited Number of Tickets are available and may be obtained from Messrs. LINSTAD & DAVIS, Auctioneers, Buildings, on or before TUESDAY, the 19th FEBRUARY. Price \$10 Per Day or \$30 for the Meeting.

LINSTAD & DAVIS,
Treasurers.

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HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

MEMBERS' Badges of Admission are Now Ready and may be obtained by those Members who have not already received them, from Messrs. LINSTAD & DAVIS, Auctioneers, Buildings. Members are notified that they cannot gain Admission on production of the Metal Badges issued last year.

C. E. BROWN,
Secretary.

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HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

TICKETS of Admission to the Public Enclosure may be obtained from Messrs. KELLY & WALSH or at the Gate. Price—\$3 Per Day.
Soldiers and Sailors in Uniform—\$1 Per Day. No one Admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LINSTAD & DAVIS,
Treasurers.

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HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

PASSES for Servants will be issued on application to Messrs. LINSTAD & DAVIS, Auctioneers, Buildings. No Servants will be allowed inside the Enclosure of the Race Course, during Race Days WITHOUT TICKETS.
These Tickets are only available for Servants while in Attendance on their Employers or when on Duty at the various Stables. Any Chinese found loitering about with Servants' Passes in their possession will forfeit them and holders thereof will be removed from the Enclosure.

C. E. BROWN,
Secretary.

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HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

THE Stewards request the pleasure of the presence of the Ladies at the Races.

357

HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

CAFE WISEMAN
AND SUPPLYING
TIFFINS AND TEAS
at the
JOCKEY CLUB STAND
For MEMBERS
and at
No. 11 STAND FOR NON-MEMBERS
during the Race Meeting
TABLES MAY BE BOOKED.
(LANS CRAWFORD, LTD.)

353

HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

PUBLIC AUCTION.
BY ORDER OF THE MORTGAGEES
PARTICULARS OF SALE
OF
VALUABLE LEASEHOLD PROPERTY
SITUATE AT VICTORIA IN THE COLONY OF HONGKONG AND KNOWN AS
No. 13, ICE HOUSE STREET AND
No. 6, DUNDALL STREET
To be Sold by
PUBLIC AUCTION
on
MONDAY,
THE 18th DAY OF FEBRUARY, 1924,
AT 3 O'CLOCK P.M.,
by
Messrs. LAMBERT BROS., Auctioneers,
At their Sales Room in Duddell Street.

358

HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

THE Property is situated upon SECTION D OF INLAND LOT No. 339. There is a Frontage of 91 feet 2 inches on Ice House Street and 90 feet 3 inches on Duddell Street. The Premises cover an area of 6,500 square feet or thereabouts and are held for a term of 999 years from the 11th day of May, 1849. The Crown Rent payable in respect of the premises is \$50 per annum.

For further Particulars and Conditions of Sale, apply to
Messrs. BANTINGS, DENNIS & BOWLEY,
Solicitors,
c/o Des Voeux ROAD CENTRAL,
or to
Messrs. LAMBERT BROTHERS,
Auctioneers,
DUNDALL STREET.

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HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

TO-DAY & SATURDAY,
AT 12.15, 2.30, 5.15, 7.15 AND 9.15 P.M.

324

HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

FEBRUARY 20th, 21st, 22nd and 23rd.

J. W. KERRIGAN
IN
'THUNDERING
DAWN.'
THE CORONET.

324

INTIMATION

E
WHISKY

THE

OLD "FAVOURITE."

SUPERFINE
QUALITY

GENUINE AGE

and

PERFECT

BLENDING

Matured and Bottled

in

SCOTLAND.

A. S. WATSON &
CO., LTD.,

Wine and Spirit Merchants

ESTABLISHED 1841.

ANNOUNCEMENT.

The marriage of Mr. L. G. Johnson to Miss J. M. Ross will take place at St. Joseph's Church at 3.45 p.m. on Saturday, February 16th. No invitations have been issued but all friends are cordially invited.

Reception at No. 3, Queen's Gardens.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, FEBRUARY 15TH, 1924.

THE RUBBER POSITION.

People interested in rubber who have been reading in many speeches delivered during the past few months by Chairmen of Rubber Companies glowing tributes to the success of the Restriction policy must have read with no little surprise the called summary of a Times review of the "Rubber Restriction Results," in which it is stated that "larger consumption, and not restricted production, has been the chief factor in causing an advance in price." Shareholders in rubber companies should be very pleased at this conclusion because it is manifestly a healthier sign than if the rise in price had been entirely due to reduced output. Since 1921, the reviewer says, production has steadily expanded, despite restriction. This his statistics clearly establish. And we take them as reliable. At all events, the returns for Malaya for the first half of last year showed that some 15,000 tons more were exported than in the corresponding half of 1922. But the gratifying thing from the rubber planter's and the shareholder's point of view is that the average price in the last non-restricted quarter was 25 cents per pound—it might have gone lower, but in view of the great congestion, it was generally thought that it would not go higher—while the last Malayan returns were published the price was 53 cents per lb., so that instead of getting fifty-six million dollars for its export Malaya got one hundred and nineteen million dollars on the same amount exported. The export, however, was rather larger and the value was a hundred and twenty-five

million dollars. It was argued at the time that this was entirely due to the Restriction policy, but the statements made in the Times review set the advocates of Restriction some task to substantiate the claim. The Dutch East Indies planters have firmly set themselves against restriction, and it is seen that they are profiting by the compulsory restriction in Malaya. It is estimated that there was an increase of 20,000 tons of Dutch rubber last year and it is believed that the Dutch plantations will produce an additional 20,000 tons in the current year. "Certainly," says the Times reviewer, "the Dutch planters will seek to take advantage of the anticipated reduction of twenty thousand tons in the Malayan exports for 1924." We do not gather, however, that the reviewer goes the length of advocating the abolition of restriction, though that is the obvious thing to which his argument points. It is evident that the authorities who control the Malayan export have not been impressed by any arguments advanced against the restriction policy, for they have recently renewed the order for a restriction of 40 per cent. during the next three months, and measures have recently been taken in the Straits which aim at making the policy more effective. By means of fraudulent returns, forged coupons, and smuggling, Restriction in Malaya seems to have been dodged to an extent quite big enough to prejudice its success, and the Straits Times, a very strong advocate of Restriction said a few months ago that if it were not so great and sure a remedy, it might have been defeated by these evasions. As to the wisdom of the policy we think it might readily be found in a consideration of what would happen to the industry if Malaya and Ceylon were free to put into the world's markets 40 per cent. more than their present export while the world is still unable to consume the present output.

The Canton authorities are stated to be "busily engaged in raising funds for the Northern expedition." There is no mention yet of "temporary notes."

There will be a cinematograph entertainment for children at the Helena May Institute to-day (Friday), at 5.30 p.m. The machine used will be the Pathé University—ADVT.

Three European sub-inspectors of the Shanghai Municipal Police bought the winning ticket in the Kiangwan Champions Sweepstake. The amount of the prize to be divided by them is stated to be just a little under \$30,000.

"Suffering from injuries" received as a result of being knocked down by motor-car No. 684 at Morrison Hill Gap, near Stubbs Road, on Wednesday, an earth coolie, 52 years of age, has been admitted to the Government Civil Hospital.

Two Filipinos were charged at the Magistracy yesterday with being stowaways aboard the a.s. *President Taft*. They were discovered hiding beneath a lifeboat. Both were remanded until the 21st instant, when they will be returned to Manila.

Several cases of sleeping sickness have occurred recently at Harbin. The disease, it is said, was at one time rather prevalent in the south of Russia, about sixty per cent. of the cases being fatal, and it is feared that it may spread in this town with the same results.

Thirteen Chinese, men and women, inhabitants of a floe at No. 2, Praya East, were charged at the Magistracy yesterday with failing to take necessary precautions in accordance with the local small-pox regulations. The main tenant was fined \$25 and the others discharged.

Snow is reported to have fallen in the North River district. "Though it causes much discomfort to the poor," says our Canton contemporary, "the people believe that snow at the very beginning of the year portends a better times this year." Politically as well as from the business point of view!

Members of the Royal Hongkong Golf Club are notified by advertisement that an extraordinary general meeting is to be held this afternoon at 5.15 in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., for the purpose of confirming resolutions passed at the last extraordinary general meeting.

A belated report is published in the Canton papers of a locomotive on the Canton-Samshui railway being derailed on the first day of the present moon. The accident occurred in the vicinity of Seung Pak Ching. It is stated that the 800 (1) passengers on the train had to walk to Sitong. Thirty of them who lagged behind the rest were attacked by robbers and plundered of their belongings. Two of their number were taken away—evidently held for ransom.

H.E. THE GOVERNOR'S VISIT TO MANILA.

His Excellency the Governor and Lady Stubbs, accompanied by Captain Neville, Aide-de-Camp, returned from Manila on Wednesday, February 3rd. His Excellency was met by Colonels Johnston and Langhorn, Aide-de-Camp to the Governor-General, and, on the jetty, by a Guard of Honour provided by the 31st Infantry. After inspecting the Guard His Excellency and party proceeded to Malacanan Palace where His Excellency was received by Governor-General, Leonard Wood with whom were the chiefs of the Administration and the Admiral Commander-in-Chief and the Commanding General. A Guard of Honour from the Philippine Constabulary was in attendance at Malacanan.

At luncheon on Sunday at Malacanan, His Excellency met the leaders of the Philippine Legislature, amongst whom was Mr. Quezon, General Aguinaldo was also present. In the afternoon His Excellency and Lady Stubbs accompanied the Governor-General and Mrs. Wood to the Manila Polo Club where a game was in progress. To dinner in the evening, Governor-General and Mrs. Wood had invited a number of Americans prominent in Manila. These included Admiral and Mrs. Washington, Major-General and Mrs. Read, Major-General and Mrs. Omar Bundy and Rear-Admiral and Mrs. Marvel. Mrs. A. G. Stephen and Miss Addie were also present at dinner.

On Monday, February 4th, His Excellency visited Bilibid Prison and was afterwards the guest of the Manila Club, when a large gathering of the British business community sat down to luncheon. In the afternoon His Excellency and Lady Stubbs were present at a Garden Party, given by the members of the Manila Club, at which the British Consul-General and Mrs. Harrington were host and hostess.

On Tuesday morning His Excellency and Lady Stubbs, accompanied by Colonel Langhorn and Captain Neville, drove up to Baguio, the beautiful hill station of the Philippines. In the evening they were the guests at the Baguio Country Club, of Brigadier-General McCoy, Chief Assistant to the Governor-General, and Mrs. McCoy, after which they witnessed an Igoroto native dance.

Wednesday was spent in visiting various places of interest in and around Baguio, and, on Thursday, the party returned to Manila.

Friday's programme included a visit to the Lapidular Factory, at the invitation of the President of the factory, Mr. Garrison. Visitors were also made to the Bureau of Science and Forestry.

On Saturday His Excellency and Lady Stubbs accompanied the Governor-General and Mrs. Wood to a Military Tournament, which was in progress at Fort McKinley under the direction of Major-General Omar Bundy, Commanding the Fort McKinley Tactical Division.

The next afternoon His Excellency and Lady Stubbs witnessed a baseball match, after which they accompanied General and Mrs. Wood to the Polo Club where they were the guests of Major-General and Mrs. Read at tea.

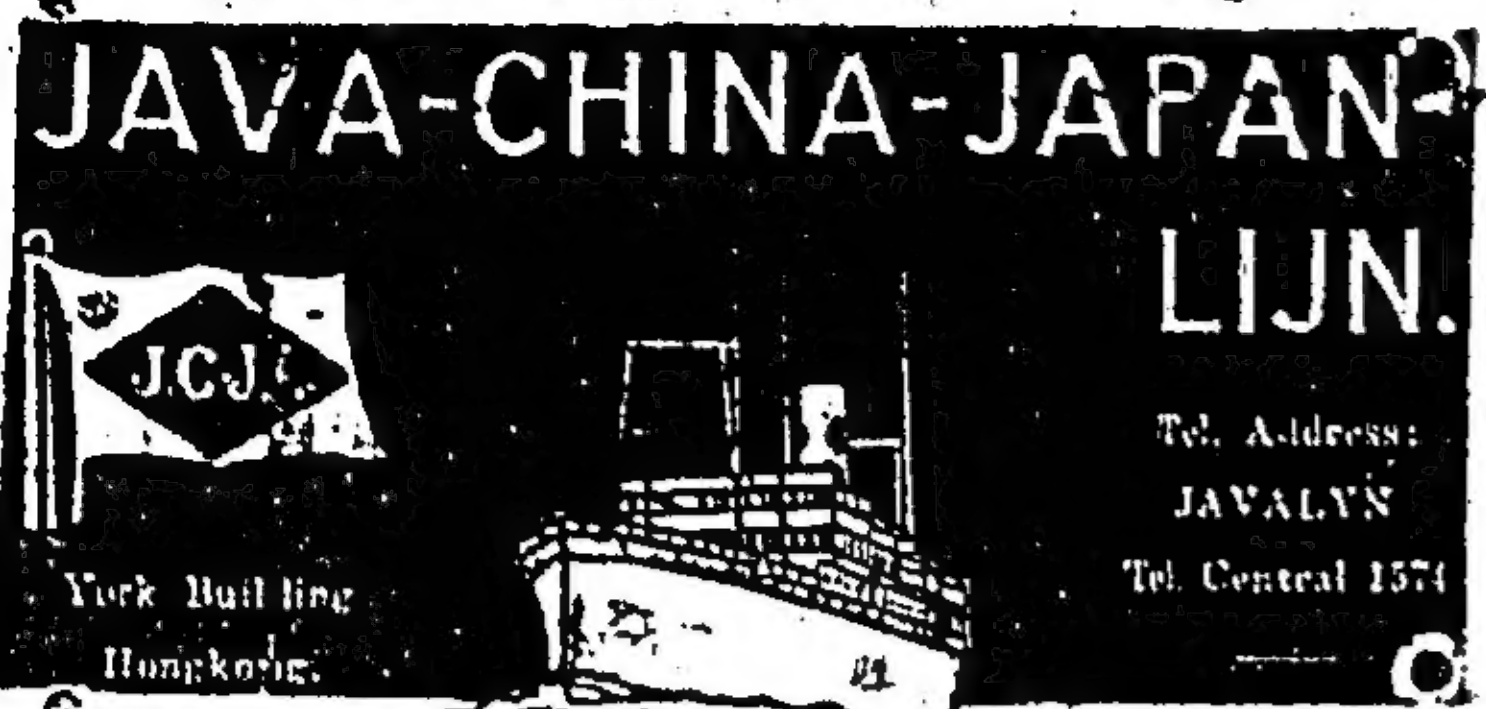
On Monday afternoon His Excellency and Lady Stubbs left Manila in the Pacific Mail a.s. *President Taft*. Mr. Woods, the American Ambassador to Japan, and Mrs. Woods, and Mr. Gilmore, Vice-Governor of the Philippines, and Mrs. Gilmore also left Manila in the *President Taft*. The Governor-General and the Senior Officers of the Naval and Military forces, assembled on the jetty to witness the departure.

GUESTS AT GOVERNMENT HOUSE.

Mr. Gilmore, Vice-Governor of the Philippine Islands, and Mrs. Gilmore, who arrived in the Colony on Wednesday, have been staying at Government House. They continue their journey to the United States this morning.

The Right Honourable, Sir Charles Eliot, British Ambassador to Japan, and Mr. Hornell, the new Vice-Chancellor of the University, are also staying at Government House.

Last night (Thursday) His Excellency and Lady Stubbs invited the following to meet His Excellency Mr. and Mrs. Woods and Vice-Governor and Mrs. Gilmore at dinner—His Honour, Sir William and Lady Rees-Davies, Hon. Mr. and Mrs. Kemp, Hon. Mr. Messer, Hon



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TUTAROE	JAVA	17th Feb.	19th Feb.	JAPAN
SAWAH	BANGKOK	17th "	21st "	BANGKOK
LOENTO	SHANGHAI	26th "	28th "	BATAVIA
TJIMANOEK	JAVA	27th "	29th "	JAMOT & SHANGHAI
TJIBODAS	JAPAN	28th "	29th "	MAKASSAR & SOERABAYA
TJILEBOET	JAVA	29th "	3rd Mar.	SHANGHAI
TJIKEMBANG				

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland East Asia Line)

(Members of the Straits, China and Japan Conventions).

Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN
Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe.

SS. "MADIA"	...	due Hongkong 17th Feb., 1924.
SS. "ALDERMIN"	...	" 11th Mar.
SS. "OOSTERK"	...	" 8th Apr.
SS. "OOSTERK"	...	" 6th May
SS. "OLDEKERK"	...	" 3rd June

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
SS. "MADIA"	Rotterdam, Amsterdam, Hamburg & Bremen	17th Mar. 1924.
SS. "ALDERMIN"	Rotterdam, Amsterdam, Hamburg & Bremen	1st Apr.
SS. "OOSTERK"	Rotterdam, Amsterdam, Hamburg & Bremen	1st May
SS. "OLDEKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	1st June

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.
General Agents.
York Building.

**Yamashita Steamship & Mining Co., Ltd.**

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG
SAILING FROM HONGKONG

FOR CANTON

SS. "NANYO MARU" No. 11 ... on or about 19th Feb.

FOR HAIPHONG via Hothow & Pakhoi

SS. "NANYO MARU" No. 11 ... on or about 21st Feb.

FOR KEELUNG via Swatow & Amoy

SS. "TAIKWA MARU" ... on or about 21st Feb.

For further particulars, please apply to—

Branch Office: S. MITANI, ASKEL
No. 37, Bonham Street, West.
Tel. Central No. 155.

Top Floor, King's Building.
Tel. Central No. 148.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

FOR SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Carmona" ... Das Hongkong 12th Feb.
Leave Hongkong 15th Feb.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
SAILINGS FOR ATLANTIC & CARIBBEAN PORTS THROUGH BILL OF
LADING ISSUED TO U.S. AND CANADIAN OVERSEAS AND FOREIGN.

FOR SAIGON, SINGAPORE, MANILA AND P. I. PORTS.

U.S.S. "West Ivan" ... Das Hongkong 5th Mar.
Leave Hongkong 8th Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR MANILA AND P. I. PORTS DIRECT.

U.S.S. "West Cajon" ... Das Hongkong 20th Feb.
Leave Hongkong 21st Feb.

For full information apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for
JAPAN-CHINA-PHILIPPINES
INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building,
Phone Central No. 8006.
G. P. BRADFORD,
Res. Agent.

"BEST INVESTMENT IN THE WORLD."

SIR MICHAEL SADLER ON A LIBERAL EDUCATION.

A week-end conference of teachers arranged by the Oxfordshire Education Committee was held at Keble College, Oxford, on January 6th, and the Master of University College, Sir Michael Sadler, gave an address on "What is meant by a Liberal Education." He remarked that what gave *clan* and in many cases an almost religious ardour to the educational movement in the world at the present time was the belief that through collective effort and individual devotion access to the essentials of a liberal education might be opened to all. The Moravian, Comenius, who nearly three centuries ago was the herald of modern education for the people, put our aspirations into words when he said: "I am at securing for all human beings a training in all that is proper to their common humanity."

A liberal education was a lifelong privilege and the best investment in the world. Knowledge was a necessary part of it, but what a man knew was less important than his attitude of mind. A liberal education was based on studies, but in an atmosphere rather than a curriculum. It was an education through discipline for liberty. It opened windows in the mind. It meant that the body should be developed by systematic and vigorous exercise that the eye should be trained to see and the ear to hear with quick and sure discrimination, that our wills should be kindled by an ideal and hardened by a discipline which enjoined self-control, that we should learn something of the records of the past, and how the great poets and sages had interpreted the experience of life. It also demanded some study of nature in order that we might learn the amount and the quality of the evidence which a valid induction required, and by the enforcement of accuracy and of steady work it taught us by what toil and patience we could alone make our way along the road to truth. The highest purpose was to give us insight into reality and to give us the power of distinguishing between what was true and half true or false. Central in it was the element of character.

Thus conceived, a liberal education began with the earliest years and was carried on through manhood into age. The vision that all should share in what it could give made the earliest stages of training vitally important and justified the widespread hope for further opportunities of adult education. But one fundamental part of it was weakly represented in many modern courses of discipline and study. This was the training of the habit of worship and the sense of awe. For some ancient and under some teachers, this was given by the study of science, by music, by painting, and by the love of nature. But religion was the supreme channel through which this, the deepest influence of a liberal education came to heart or mind, and gave the divine vision. This was what William Blake meant by saying that true education lay in the cultivation of the imagination.

TEACHING OF LATIN IN SCHOOLS.

ITS VALUE AS MENTAL DISCIPLINE.

At a meeting of the Association for the Reform of Latin Teaching, held on January 9th at University College, London, a discussion took place on "Problems of Latin Teaching: some modern solutions." Miss M. H. Wood presided.

Mr. L. R. Strangways, who opened the discussion, said the problem to-day was not so much to preserve classical studies as to decide how much was essential to pupils who would study Latin up to, and possibly not beyond, the age of 16. During the three or four years, the child should get the utmost possible linguistic discipline from the learning of the language. It should be a discipline in accurate, compact, thinking, as distinct from inaccurate and loose thinking and speech. It was obvious that a great deal had to go, but they must see that in accident and syntax they got the essentials. The pupil should also be brought as soon as possible into contact with real Latin literature. The difficulty here was that interesting Latin books were generally not easy; and that easy Latin books were not always interesting.

Miss J. Whyte spoke of the possibilities of teaching Latin to classes of children who were not expected to achieve much, and mentioned the success of a term's reading of Pliny's "Vesuvius" at a time when the eruption of Etna was being referred to daily in the newspapers.

Mr. P. H. Byrne thought that a boy who was going to learn Latin should start to study English grammar at the age of 9. When he started Latin he should have three months of Latin grammar and nothing else.

Dr. W. Ripman said the teaching of pronunciation was not good. They could still hear English sounds and diphthongs in Latin where they should not be. It would be of value, if pupils had their speech organs trained in French before they began Latin.

WHERE BRITAIN LEADS.

British owners are leading the world in the construction of motor-driven ships. A list of 137 new motor-ships on order has been compiled by the *Motor Ship*, and analysis of the list shows that forty-four are for British, seventeen for Norwegian, thirteen for German, and thirteen for American firms.

The number of orders for new motor-ships that have gone to British yards is sixty. German yards coming second with twenty-six orders.

The Government of the Union of South Africa proposes to build a railway in Zululand to open up an important cotton area.

P. & O. S. N. CO.

STEAMER FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, America and South African Ports.

THE Steamship "SOUDAN," Captain E. J. Thornton, carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, 20TH FEB. 1924, at Noon, taking Passengers and Cargo for the above Ports.
Suk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until Noon, the day before sailing. The contents and value of all packages are required.
For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 13th February, 1924. [351]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer

"ATREUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 12th February. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th February, will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 3rd March, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th February, 1924. [350]

THE EAST ASIATIC CO. LTD., COPENHAGEN.**THE J.S.**

"J.A.V.A."
Having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the Godowns and/or extra Godowns, Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th of February, 1924, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas on the 20th February, 1924, at 10 a.m.
All Claims against the vessel must be presented to the Underwriter before the 23rd of February, 1924, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JOHN MANNES & CO. LTD.,
Agents.
Hongkong, 13th February, 1924. [478]

THE NEW ZEALAND REMEDY.**THERAPION No. 1****THERAPION No. 2****THERAPION No. 3**

No. 1 for Bladder Catarrh, No. 2 for Blood & Skin Disease, No. 3 for Chronic Venereal Disease, sold by
LALANDE'S REMEDY, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS SUBJECT TO ALTERATION.
YOKOHAMA via MOJI & KOBE "LAISANG" ... Saturday, 16th Feb. D.L.
MANILA "SUISANG" ... Saturday, 16th Feb. 11 a.m.
BANGKOK "HANGSANG" ... Saturday, 16th Feb. Noon.
SHANGHAI via SWATOW "TAKSANG" ... Sunday, 17th Feb. 7 a.m.
HAIPHONG via HOIHOW "LEESANG" ... Sunday, 17th Feb. 9 a.m.
TSINGTAU via SWATOW "YUSANG" ... Wednesday, 20th Feb. 7 a.m.
SHANGHAI "WAISHANG" ... Friday, 22nd Feb. 7 a.m.
Kobe via SHANGHAI "HOSANG" ... Saturday, 23rd Feb. Noon.
SANDAKAN "HINSANG" ... Tuesday, 26th Feb. 1 p.m.
STRAITS & CACUTTA "KUTSANG" ... Wednesday, 27th Feb. 3 p.m.

CALCUTTA LINE — This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless, and carry a fully-qualified Surgeon.
SAILINGS APPROXIMATELY every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through bills of lading are issued to Northern and Southern China via Shanghai.
A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.
SAILINGS approximately weekly for passengers and cargo sailing at Hothow when inducement offers.
FORTNIGHTLY sailings to and from Sandakan by two, 5,000 tons steamers "HINSANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through bills of lading for Kuching, Jesselton, Labuan, Tawau and Lahad Dairi.
A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

SHANGHAI LINE

SAILINGS approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through bills of lading are issued to Northern and Southern China via Shanghai.

MANILA LINE

A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE

SAILINGS approximately weekly for passengers and cargo sailing at Hothow when inducement offers.

BORNEO LINE

Fortnightly sailings to and from Sandakan by two, 5,000 tons steamers "HINSANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through bills of lading for Kuching, Jesselton, Labuan, Tawau and Lahad Dairi.

TIENTSIN LINE

A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE

A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about

Wednesday, 27th

SHIPPING NEWS

ARRIVALS.

February 13th.
Amamba, British str., 1,150 tons, Capt. D. B. Patterson, from Singapore, with benzine and fuel oil, lying at Takok-Tau, A. P. Co.
Indu Maru, Japanese str., 3,395 tons, Capt. Y. Saito, from Karatsu, with a general cargo, lying at Kowloon wharf.—O.S.K.
Longshan, from Canton, lying at Stonecutters.

Long Maru, Chinese str., 3,511 tons, Capt. W. H. V. Waterson, from Iquique (Chili) and Tarakan, with a general cargo, lying at buoy No. A23.—Chung Wah N. & Co.
Tango Maru, Japanese str., 4,224 tons, Capt. G. Arakida, from Melbourne, with a general cargo, lying at Kowloon wharf.—N.Y.K.
Carman Maru, Japanese str., from Canton, lying at Stonecutters.

February 14th.
Bengal Maru, Japanese str., 3,232 tons, Capt. Z. Hirai, from Osaka, Japan, with a general cargo, lying at Kowloon wharf.—N.Y.K.
Ethio Maru, Japanese str., from Canton, lying at buoy No. C39.
Europe Maru, British str., 3,207 tons, Capt. R. Lloyd, from Marseilles, with coal, lying at buoy No. B & S.
Huron, French str., 730 tons, Capt. E. L. Morvan, from Hongkong, with a general cargo, lying at buoy No. C36.—M.M.

Huru Maru, Japanese str., 1,635 tons, Capt. M. Ichiguro, from Karatsu, with a general cargo, lying at buoy No. C18.
Kanaka, from Canton, lying at buoy No. C40.
Kawaga, British str., 1,258 tons, Capt. H. Gifford, from Fukuoka and Swatow, with a general cargo, lying at C45.—B. & S.

Lee Sang, British str., 872 tons, Capt. T. Croft, from Haiphong and Hongkong, with a general cargo, lying at buoy No. C35.—J. M. & Co.
Ludlow, British str., 1,221 tons, Capt. J. K. Clarke, from Shanghai and Swatow, with a general cargo, lying at buoy No. B31.—B. & S.
Asaka Maru, Japanese str., 2,191 tons, Capt. U. Aoki, from Yokohama via Moji, with a general cargo, lying at Kowloon wharf.—N.Y.K.

Sengyo Maru, Japanese str., 663 tons, Capt. I. Iwano, from Kowloon, with coal, lying at buoy No. C47.—Sunkai & Co.
Shidzuoka Maru, Japanese str., 3,553 tons, Capt. N. Nari, from Manila, with a general cargo, lying at Kowloon wharf.—N.Y.K.
West Carman, American str., 3,517 tons, Capt. T. D. Harris, from Manila and Siala, with sugar, lying at buoy A25. Struthers and Barry.

CLEARANCES

February 14th.
Funkong, for Saigon.
Herve, for Bangkok.
Indu Maru, for Singapore.
Juno, for Shanghai.
Kunio, for Saigon.
Kunio, for Canton.
Lorena, for Saigon.
Longshan, for Amoy.
Ludlow, for Canton.
Osaka Maru, for Singapore.
Sengyo Maru, for Whampoa.
Tango Maru, for Nagasaki.
Telemaque, for Saigon.
Typhoon, for Muntok.
Wangsin Maru, for Takao.
Vulcan, for Bulik papau.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Kolo on February 13th at 4.30 p.m., left on February 14th at 2 p.m., and is due at Yokohama to-day at 10 a.m.
The M.M. s.s. *Portus*, from Marseilles, is due to arrive Saigon on the 19th inst., and is expected at Hongkong on the 25th inst. of the 26th.
The O.S.K. s.s. *Panama Maru* arrived at Durban on February 12th.

VESSELS EXPECTED.

Albert Valer (Hugo Stines), due Feb. 16th.
Amazon (M.M.), due March 11th.
Arizona Maru (O.S.K.), due Feb. 16th.
Bakersfield (Admiral Oriental), due Feb. 20th.
Dr. P. Bonet (M.M.), due February end.
Empress of Asia (due Feb. 26th).
Kamakura Maru (N.Y.K.), due Feb. 16th.
Kamo Maru (N.Y.K.), due March 11th.
Marchion (Blue Funnel), due March 14th.
Merion (Blue Funnel), due Feb. 20th.
Nelson (Blue Funnel), due March 22nd.
Onaga (Ben Line), due Feb. 17th.
President Hayes (Dollar Line), due March 3rd.
Portus (M.), due February 25th.
Shidzuoka Maru (N.Y.K.), due Feb. 15th.
Tamba Maru (N.Y.K.), due Feb. 17th.
Terrene (Blue Funnel line), due Feb. 16th daylight.
Troilus (Blue Funnel), due March 7th.
Virginia Dollar due Feb. 24th.

PASSENGERS.

ARRIVALS.

Per N.Y.K. s.s. *Tango Maru*, from Australia, on February 13th:—Mrs. D. M. Bleyney, Mr. and Mrs. T. W. Bundy, Mr. and Mrs. M. Corbett, Mrs. C. Claxton, Mrs. M. Churchward, Mrs. M. Churchward, Miss A. Carson, Mr. Z. Hirai, Mr. K. Matsumi, Mr. L. Powell, Mr. and Mrs. W. F. Powell, Mr. and Mrs. E. P. Parsons, Miss M. Ross, Miss E. Alvarez, Mr. D. Morgan and Mr. R. B. Daryanani.

THE LOST LINER "HAMMONIA"

GERMANS AND BRITISH RESCUERS.

At Southampton recently, the Mayor presented, on behalf of the German Government, plaques and certificates to Capt. Day and several officers and members of the crew of the *Kathuna Castle*, in commemoration and appreciation of the services rendered by them in rescuing the passengers and crew of the German liner *Hammonia* when that vessel was lost.

In acknowledgment, Capt. Day said the rescue was undoubtedly conducted under very great difficulties, but he had a good ship, well-equipped boats, and above all, British seamen. After all, these rescues occurred frequently in the mercantile marine. Any other man under the same conditions would have done the same as he did and he was sure that as long as the British mercantile marine was afloat and British seamen manned British ships, they would never refuse to answer any S.O.S., no matter what the nationality of the vessel in distress.

WEATHER REPORT.

February 14th at 17.25.—Pressure has decreased slightly to moderately at the majority of reporting stations. The anticyclone continues to weaken.

Hongkong rainfall for the 24 hours ending at 18 hours, 14th February, 0.06 inch. Total since January 1st, 3.37 inches, against an average of 2.26 inches.

The forecast for the 24 hours ending at 18 hours, Feb. 15th is as follows:—
DISTRICT FORECAST

Hongkong to Gap Rock N.E. winds, fresh; overcast, drizzle or mist.

Formosa Channel do do

South coast of China between Hongkong and Lamooke do do

South coast of China between Hongkong and Hainan do do

THE BEN LINE STEAMERS, LTD.

From MIDDLESBRO' ANTWERP, LONDON AND STRAITS.

The Steamship "BENRECH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed by their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves & Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 25th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 9th February, 1924. [327]

S.S. "CHILI"

VICES CONTRACTUALS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE LES CC., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharves & Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Underigned. Goods remaining undelivered after the 15th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st instant, or they will not be recognized.

All damaged packages will be examined on Saturday, the 16th inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUESS, Acting Agent.

Hongkong, 11th February, 1924. [345]

THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

The S/S. "ERLE"

will be loading for VALENCIA, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

About 10th March, 1924.

Further Expected on or about Will leave homeward-bound on or about
M/S. "Java" ... 11th February
S/S. "Natal" ... 25th February
M/S. "Asia" ... 4th March 10th April
Subject to change without notice.

For further particulars please apply to:—

JOHN MANNERS & CO., LTD.,

Agents.

CANADIAN PACIFIC.

HOME VIA CANADA

Hongkong to England

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Australia Feb. 22	Mar. 17	Melita	Mar. 19
Empress Asia Mar. 13	Mar. 31	Montrose	Apr. 11
Empress Russia Apr. 3	Apr. 21	Montroyal	May 2
Empress Australia Apr. 18	May 7	Melita	May 14
Empress Canada Apr. 18	May 23	Montroyal	May 30

Other Atlantic Ballings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE

Commencing with the arrival of the *Empress of Russia*, 25th March, the *Empress of Russia* and *Empress of Asia* will make the rapid trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 A.M.

Three Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 753. Cables: GACANPAC.

Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.

First class throughout £120 £112-£110 (Mono class steamers on the Atlantic).

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU. LEAVE HONGKONG
HIBERIA MARU (calling at Dairen) ... 20,000 tons, Feb. 17th, 1924.
TAIYO MARU ... 22,000 tons, Mar. 14th (from Kobe)
TENYO MARU ... 22,000 tons, Mar. 27th
KOREA MARU ... 20,000 tons, Apr. 8th, 1924.
SHINYO MARU ... 22,000 tons, Apr. 23rd (from S'hai)

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLEDO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDREAN ROUT TO BUENOS AIRES.

STEAMERS TONS. LEAVE HONGKONG
GINYO MARU 15,000 April 13th
ANJO MARU 18,700 April 24th
REIYO MARU 14,000 June 10th
RAKUYO MARU 16,500 July 19th

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Sailings, Apply to:—

Agents at Canton: Messrs. T. E. GRIFFITH. Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2374 & 2375.

TO SOUTH AMERICA

via Tarakan, Sydney (Australia), Wellington (New Zealand), Tahiti, Balboa (Panama), Callao (Peru) and Iquique (Chile).

The T.S.S. "LING NAM" (13,550 Tons) Oil burner, will be despatched to the above ports on or about 25th February, 1924. This vessel is fitted throughout with all modern conveniences—Wireless, Electric lights and Fans, Hot Water Service, Dining Rooms, Music Rooms, Smoking Rooms and Spacious Promenade Decks and everything to ensure a comfortable and pleasant trip.

MAGNIFICENT 1st & 2nd CLASS ACCOMMODATION. FOR FREIGHT AND PASSAGE RATES APPLY TO:

THE CHUNGWAH NAVIGATION CO., LTD.,

BANK OF CHINA BUILDING.

TELEPHONE C. 1576.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

— DRY DOCKS. —

Length 787 Feet.

Length on Blocks 750 Feet

Depth on Centre of

SH (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS. —

Capable of Handling Ships Up to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOO DOCK," HONGKONG.

TELEPHONE NO. 212.

CALL FLAG: "C" OVER "AMS. PENNANT."

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT TAFT" ... Friday, Feb. 15th, at 10 a.m.

S.S. "PRESIDENT CLEVELAND" ... Wednesday, Feb. 27th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND

POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" ... Monday, Feb. 18th, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & BANGGON.

S.S. "LAKE GILPEN" ... Tuesday, Feb. 19th, 1924, at 8 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: "SOLANO." Tel. Central 141. Canton Agents: HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G.4405, G.4420, G.4440

SHIDZUOKA MARU ... Saturday, 23rd Feb., at 11 a.m.

YOKOHAMA MARU ... Sunday, 9th Mar.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAOKAZAKI MARU ... Wednesday, 6th Mar.

HOKUSAN MARU ... Wednesday, 12th Mar.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

DURBAN MARU ... Middle of March.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Sunday, 17th Feb., at 11 a.m.

TANGO MARU ... Wednesday, 18th Mar.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... Sunday, 9th Mar.

BUNOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU (calling Delagoa Bay, Port Elizabeth) ... Sunday, 17th Feb.

BOMBAY via Singapore and Colombo.

BENGAL MARU ... Friday, 15th Feb.

MURORAN MARU ... Friday, 29th Feb.

CALCUTTA via Singapore, Penang & Bangcon.

OSAKA MARU ... Friday, 15th Feb.

YAMAGATA MARU ... Tuesday, 26th Feb.

NAGASAKI, KOBE & YOKOHAMA.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Monday, 18th Feb.

AWA MARU ... Monday, 18th Feb.

HUBUNA MARU ... Tuesday, 26th Feb.

For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Hrs. 292, 293 & 2422. Y. YAMAMOTO, Manager.

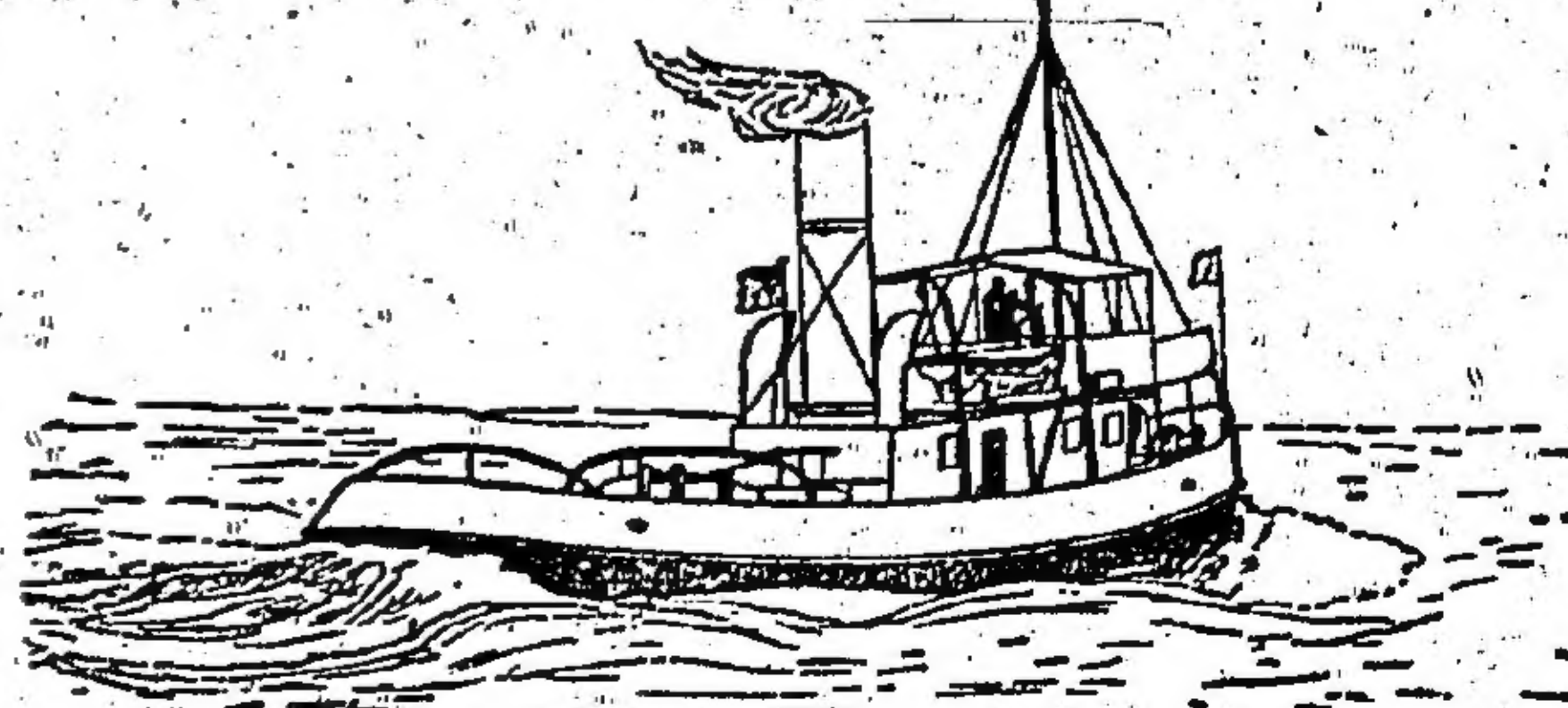
W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of

all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers;

Vessels built and shipped for re-creation abroad.

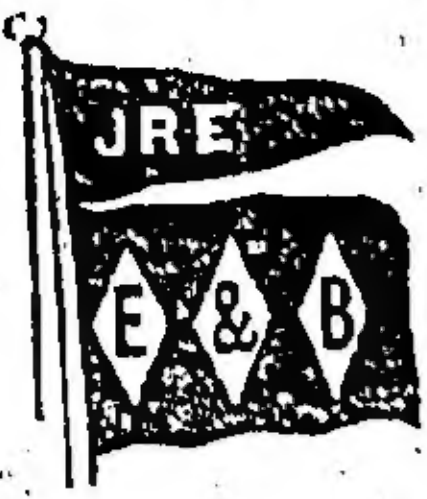


OLD-FASHIONED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boilers, Makers Founders and Constructional Engineers and Repairers

ELLERMAN

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF CANTERBURY" ... 21st February ... Marseilles, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF YORK" ... 18th February ... Shanghai & Kobe.
 "CITY OF CANTERBURY" ... 21st February ... Marseilles, London, etc.
 "CITY OF YORK" ... 30th March ... Do.
 "CITY OF CAIRO" ... 18th April ... Do.

FARES TO LONDON.

1st Class "A" ... £ 92. "B" ... £ 84. 2nd Class "A" ... £ 62. "B" ... £ 56.
 Return "A" ... £ 161. "B" ... £ 147. "A" ... £ 108. "B" ... £ 98.
 Cargo Steamers, Saloon Passage £56.

For further particulars apply to—

THE BANK LINE LTD.

(Tel. Central 780).

HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"EURYBATES" ... via Suez Canal ... 18th Feb.
 "IXION" ... via Suez Canal ... 21st Feb.
 "KABINGA" ... via Suez Canal ... 2nd Mar.
 "CITY OF MANILA" ... via Suez Canal ... 11th Mar.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON.

HOLYOAK, MASSEY & CO., LTD., CANTON.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)
MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 ESTRE, NUBIA, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUTHERN"	8,696	20th Feb. Noon	S'pore, Penang, Colombo & Bombay
"MOREA"	10,911	23rd Feb. Noon	S'pore, Penang, Colombo & B'way.
"ALFORD"	8,273	28th Feb.	S'pore, Penang, Colombo & B'way.
"KARMA"	9,088	8th March	Mars., London & Antwerp.
"KIDDERPORE"	5,334	11th March	S'pore, Penang, Colombo & B'way.
"NADDERA"	15,993	22nd March	S'pore, Penang, Colombo & B'way.
"PADUA"	5,907	23rd March	S'pore, Penang, Colombo & B'way.
"SICILIA"	6,813	28th March	S'pore, Penang, Colombo & B'way.
"KHYBER"	9,014	5th April	Marseilles, London & Antwerp.
"CHINA"	7,952	12th April	do.
"SOUTHERN"	8,696	26th April	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"PLASSY"	7,428	17th May	do.
"KASHMIR"	8,963	24th May	do.
"KHIVA"	9,097	31st May	Mars., London & Antwerp.
"KASHGAR"	8,840	14th June	do.
"MOREA"	10,911	28th June	do.
"KARMA"	9,088	12th July	do.
"MALWA"	10,941	26th July	do.

BRITISH INDIA - APCAR SAILINGS

"PANDA"	8,956	22nd Feb.	Singapore, Penang & Calcutta.
"TAKADA"	6,949	7th March	do.
"TORILLA"	5,205	4th April	do.
"JAPAN"	6,052	13th April	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	27th Feb.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	2nd Apr.	do.
"ST. ALBANS"	4,500	30th Apr.	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, via The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"KHYBER"	9,014	23rd Feb.	Shanghai, Moji & Kobe.
"PADUA"	5,907	27th Feb.	do.
"ALFORD"	8,273	8th Mar.	Shanghai & Kobe.
"CHINA"	7,952	8th Mar.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	8th Mar.	Moji & Kobe.
"SICILIA"	6,813	13th Mar.	Shanghai.
"TORILLA"	5,205	13th Mar.	Moji & Kobe.
"JAPAN"	6,052	22nd Mar.	do.
"KALYAN"	9,118	3rd Apr.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	4th Apr.	do.
"SOUTHERN"	8,696	5th Apr.	Shanghai.
"PLASSY"	7,428	18th Apr.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	2nd May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"KASHGAR"	8,840	16th May	Shanghai, Moji & Kobe.
"MOREA"	10,911	30th May	Moji & Kobe.
"ARAFURA"	6,000	13th June	Shanghai, Moji & Kobe.
"KARMA"	9,088	27th June	do.
"MALWA"	10,941	5th July	Moji & Kobe.
"ST. ALBANS"	4,500	2nd Aug.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must deliver their own Hotel expenses at Singapore while waiting the on-carriage steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

24, Des Voeux Road Central, HONGKONG. Agents.

11

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "LEGAZPI" ... 30th Mar.

S.S. "C. LOPEZ Y LOPEZ" ... 17th May.

For SHANGHAI and JAPAN PORTS.

S.S. "LEGAZPI" ... 12th Mar.

S.S. "C. LOPEZ Y LOPEZ" ... 28th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewardess and Doctor carried.

For Freight and/or passage apply to—

O. D. BARRETTO.

28, Central Avenue, H.O., CANTON.

ALEXANDRA BUILDING, HONGKONG.

121

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SOUTHWESTERN MILLER" ... 2nd March 1924

S.S. "MOORISH PRINCE" ... expected 31st March sailing 1st April

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

Incorporated in Great Britain

5th George's Building

121

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI	"CHANGCHOW"	On 15th Feb. Noon.
SHANGHAI	"YINGCHOW"	On 16th Feb. D.L.
HAIPHONG & SINGAPORE	"LINAN"	On 16th Feb. 10 a.m.
TIENSIN	"HUICHOW"	On 16th Feb. 4 p.m.
AMOI, SWATOW & SINGAPORE	"KAYING"	On 16th Feb. 4 p.m.
SHANGHAI	"NINGPO"	On 17th Feb. D.L.
SHANGHAI & TSINGTAO	"LUCHOW"	On 18th Feb. Noon.
SHANGHAI	"KUNHONG"	On 18th Feb. D.L.
AMOI & SHANGHAI	"SOOCHOW"	On 19th Feb. 10 a.m.
SWATOW & BANGKOK	"CHINHUA"	On 19th Feb. 10 a.m.
SHANGHAI, WEIHAIWEI, CHEFOO & TIENSIN	"CHEKIANG"	On 19th Feb. 4 p.m.
SHANGHAI	"CHIHLE"	On 20th Feb. 2 p.m.
MANILA	"TAMING"	On 20th Feb. 2 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation and dining, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to P. & O. Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through B/L Lading to all Japanese and North China ports.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

14

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports.
"TAIYUAN"	17th February	22nd February

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Lights throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central No. 38.

Agents.

14

DODWELL & CO., LIMITED

NEW YORK BERTH

For NEW YORK & BOSTON via SUEZ

S.S. "EGREMONT CASTLE" ... sailing on or about 27th Feb.

14

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR

LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS '286.

14

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "GERTY" ... sailing on or about 1st Mar.

S.S. "VENEZIA" ... sailing on or about 3rd Mar.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "ANNA" ... sailing on or about 23rd Feb.

S.S. "ROSANDRA" ... sailing on or about 9th March.

* Freight only.

14

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMONA" ... sailing from Calcutta on or about 12th Mar.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1024.

Agents.

14

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

S.S. "ALTA MARU" ... Sunday, 2nd Mar.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon

Singapore, Colombo, Port Said and Copenhagen.

S.S. "MEXICO MARU" ... Friday, 21st Mar.

BOMBAY via Singapore and Colombo.

S.S. "ANDES MARU" (Calls at Penang) ... Wednesday, 20th Feb.

S.S. "RYUJIN MARU" ... Saturday, 23rd Feb.

S.S. "ARGUN MARU" ... Sunday, 2nd Mar.

S.S. "SUMATRA MARU" ... Thursday, 6th Mar.

SAIGON, HANGKOK & SINGAPORE

S.S. "BUSHO MARU" ... Monday, 3rd Mar.

CALCUTTA via Singapore & Rangoon

S.S. "GANGES MARU" ... Wednesday, 12th Mar.

VICTORIA, SEATTLE, TADOMA & VANCOUVER via Shanghai and Japan Ports.

S.S. "ARIZONA MARU" ... Wednesday, 20th Feb.

NEW YORK via Japan Ports, San Francisco and Panama.

S.S. "ALASKA MARU" ... Beginning of Mar.

JAPAN PORTS—Mo. Kobe, Osaka, Yokohama & Nagoya.

S.S. "LONDON MARU" ... Sunday, 24th Feb.

KEELUNG via SWATOW & AMOI.

S.S. "AMAKURA MARU" ... Sunday, 17th Feb. 11 a.m.

TAKAO via SWATOW & AMOI.

S.S. "KOTSU MARU" ... Thursday, 28th Feb. 10 a.m.

TAKAO & KEELUNG.

S.S. "BUSHO MARU" ... Saturday, 16th Feb.

For further particulars please apply to—

OSAKA SHOSEN KAISHA

8, SETSU, MANBET.

Telephone Nos. 4085, 4089, 4090.

14

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CORDILLERE	—	—	18th Feb.
ANGERS	—	—	3rd Mar.
CEILI	—	—	9th Mar.
PORTHOUS	24th Jan.	25th Feb.	23rd Mar.
AMAZONE	7th Feb.	11th Mar.	6th April.
ANGKON	21st Feb.	25th Mar.	20th April.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
 1st Class (1st Class) ... £ 95. 0s. 0d. B Class (1st Class) ... £ 89. 0s. 0d.
 2nd Class (2nd Class) ... £ 68. 0s. 0d. STRAITS (2nd Class) ... £ 62. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "LE MISSISSY" loading for HAVRE, ANTWERP,

& DUNKIRK, about 21st February.

S.S. "DR. P. BENOIT" from DUNKIRK, LONDON, HAVRE, is due to arrive about the end of February.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ... Capt. W. C. Passmore ... Friday, 15th Feb. at 1 p.m.

HAIFOONG ... Capt. Ellis Walker ... Tuesday, 19th Feb. at 1 p.m.

HAIHING ... Capt. A. H. Stewart ... Friday, 22nd Feb. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARPAK & CO.,

General Manager.

17

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(M

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
SHANGHAI	Chungking	15th Feb.
SHANGHAI	Foochow	15th Feb.
SHANGHAI	Soochow	15th Feb.
AUSTRALIA & MANILA	Taiwan	17th Feb.
Europe via Negapatam (Letters and Papers London, 17th Jan.)	Arabistan	15th Feb.
U.S.A., CANADA, JAPAN AND SHANGHAI	Per G. V. G. V.	23rd Feb.

OUTWARD MAILS.

For	Per	Date
Bangkok	Bintang	Friday, 15th, 8.00 A.M.
Shanghai, Japan, Honolulu, Canada, U.S.A. Central & South America, & EUROPE via SAN FRANCISCO	Per T. T. T.	Registration 15th, 8.00 A.M. Letters 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Bangul Maru	9.30 A.M.
*Swatow and Bangkok	Huagang	10.30 A.M.
Straits and Calcutta	Ozika Maru	10.30 A.M.
Shanghai	Changchow	10.30 A.M.
*Swatow, Amoy and Foochow	Huagang	Noon
Straits	Pronto	1.00 P.M.
Swatow	Hydrangea	2.30 P.M.
Java via Batavia	Danlong Maru	3.30 P.M.
Shanghai	Yingchow	5.00 P.M.
Japan	Lokang	5.00 P.M.
Manila	Eurybates	5.00 P.M.
Japan, Canada, U.S.A. Central & South America, & EUROPE via Victoria, B.C. due Victoria, B.C. 9th Mar.	Prohibition	Parcels 15th, 5.00 P.M. Letters 19.45 A.M.
Huagang, Quinhon and Tourane	Phranang	Saturday, 16th, 8.30 A.M.
Haiphong	Louan	8.30 A.M.
Manila	Suway	10.00 A.M.
Formosa	Dasha Maru	10.00 A.M.
Swatow	Amoy	1.00 P.M.
Amoy	Kyung	2.30 P.M.
Shanghai, Dalny, Japan, Honolulu, Canada, U.S.A. Central & South America, & EUROPE via San Francisco, due San Francisco 18th Mar. Ship sails at Noon, 17th Feb.	Siberia Maru	Registration 16th, 4.15 P.M. Letters 5.00 P.M.
*Huagang and Haiphong	Leasing	5.00 P.M.
Manila, Australia and New Zealand via Thursday Island due Thursday Island, 23rd Feb.	Aki Maru	Registration 16th, 4.15 P.M. Letters 5.00 P.M.
Ship sails at 11 a.m. on 17th inst.	Huagang	5.00 P.M.
Port Bayard, Huagang, Pakhoi and Haiphong	Amoy Maru	Sunday, 17th, 9.00 A.M.
Swatow, Amoy and Formosa	Van Overstraten	9.00 A.M.
Straits		
Saigon, Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles due Marseilles, 22nd Mar.	Condillere	Monday, 18th, 1.45 P.M. Letters 2.30 P.M.
Huagang & San Francisco due San Francisco 17th Mar.	West Holbrook	3.30 P.M.
Swatow, Amoy and Foochow	Huagang	Tuesday, 19th, Noon
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles due Marseilles, 22nd Mar.	Soulan	Wednesday, 20th, 10.00 A.M.

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

14th February, 1924.

ON LONDON.—	
Telegraphic Transfer	2/4 1/2
Bank Bills, on demand	2/4 3/16
Bank Bills, at 30 days' sight	2/4 1/2
Bank Bills, at 4 months' sight	2/4 1/2
Credit, at 4 months' sight	2/4 1/2
Documentary Bills, 4 months' sight	2/5 1/8
ON PARIS.—	
Bank Bills, on demand	1,110
Credit, 4 months' sight	1,120
ON NEW YORK.—	
Bank Bills, on demand	50 1/2
Credit, at 30 days' sight	52
ON BOMBAY.—	
Telegraphic Transfer	165 1/2
Bank Bills, on demand	165 1/2
ON CALCUTTA.—	
Telegraphic Transfer	165 1/2
Bank Bills, on demand	165 1/2
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA.—	
On demand	109
ON MANILA.—	
On demand	100
ON SINGAPORE.—	
On demand	100
ON BATAVIA.—	
On demand	139 1/2
ON HAIPHONG.—	
On demand	nom.
ON SAIGON.—	
On demand	78
ON BANGKOK.—	
On demand	83 1/2
SOVEREIGN Bank's Buying rate	83 1/2
GOLD LEAF, 100 fine, per tal.	50.80
BAR SILVER, per oz.	33 1/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong
 Authorized Capital ... \$50,000,000
 Issued and Fully Paid-up ... \$20,000,000
 Reserve Fund ... \$24,000,000
 Silver ... \$24,500,000
 Reserve Liability of Proprietors \$20,000,000

Court of Directors:
 Hon. Mr. A. O. LING—Chairman.
 D. G. M. Bernard, Esq.—Deputy Chairman
 A. H. Compton, Esq. J. A. Finckler, Esq.
 G. T. M. Edkins, Esq. J. P. Warren, Esq.
 Hon. Mr. P. H. Holyoak N. L. Watson, Esq.
 W. L. Patterson, Esq. H. P. White, Esq.

Chief Manager:
 Hon. Mr. A. G. BERNARD.
 Manager: Hongkong—A. H. BARLOW, Esq.
 Manager: Shanghai—G. H. STETT, Esq.

LONDON BANKERS:
 WESTMINSTER BANK, LTD.
 CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 14th February, 1924. [17]

HONGKONG SAVINGS BANK.

THE business of this Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.
 For the HONGKONG & SHANGHAI BANKING CORPORATION.
 A. G. STEPHEN, Chief Manager
 Hongkong, 14th November, 1923. [18]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853
 HEAD OFFICE—LONDON.
 Paid-up Capital ... £2,000,000
 Reserve Fund ... £2,500,000
 Reserve Liability of Proprietors ... £3,000,000
 FOREIGN EXCHANGE and General Banking business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
 A. H. FERGUSON, Manager.
 Hongkong, May 8th, 1923. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)
 Incorporated by Special Imperial Charter, 1899.
 Capital Subscribed ... Yen 80,000,000
 Capital (Paid-up) ... Yen 52,500,000
 Reserve Funds ... Yen 12,950,000
 HEAD OFFICE—TAIPEI, FORMOSA.
 BRANCHES:
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
 FORMOSA—Guzan, Kagi, Karonko, Keelung, Makung, Nanto, Pinan, Shingchiou, Tainan, Tainan, Takow, Tamsui, Tohyen, Aiko.
 CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton, Others—Hongkong, Bangkok, Singapore, Batavia, Bombay, London, New York.
 LONDON BANKERS:
 LONDON COUNTRIES WESTMINSTER AND PARIS BANK.
 The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.
 Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
 HONGKONG BRANCH: S. KONDON, Manager.
 4, Des Voeux Road, Hongkong, 14th September, 1923.

THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE:
 15, Gracechurch Street, London, E.C. 3.
 Authorized Capital ... £23,000,000
 Subscribed Capital ... £21,500,000
 Paid-up Capital ... £21,500,000
 Reserve Fund ... £21,500,000
 BANKERS:
 THE BANK OF ENGLAND and MIDLAND BANK, LTD.
 BRANCHES:
 Bangkok, Calcutta, Ceylon, Hongkong, India, Japan, Kanton, Madras, Manila, Mexico, New York, Penang, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Tientsin, Yokohama.
 HONGKONG BRANCH:
 Every description of Banking and Exchange business transacted.
 INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
 N. C. WILSON, Manager.
 7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 55, Boulevard Haussmann, Paris.
 Subscribed Capital ... Frs. 72,600,000.00
 Paid-up Capital ... Frs. 62,400,000.00
 Reserve Fund ... Frs. 59,887,331.54
 BRANCHES:
 Bangkok, Batavia, Canton, Cebu, Hongkong, Kanton, London, Lyons, Manila, Mexico, New York, Penang, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Tientsin, Yokohama.
 IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
 IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
 IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation; Guaranty Trust Co., of New York.
 Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Every description of banking and exchange business transacted.
 C. E. GOY, Manager.
 Hongkong, December 15th, 1923. [35]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:
 No. 10, Des Voeux Road C., HONGKONG.
 Established 1919.
 Authorized Capital ... \$10,000,000.00
 Paid-up Capital ... \$5,000,000.00
 Reserve Fund ... \$500,000.00
 DIRECTORS:
 Mr. Fong Wai Tong, Chairman.
 Hon. Mr. Chow Shou, Mr. Kan Ying Po, Son, Mr. Mok Ching Kong, Mr. Li Koon Chun, Mr. Wong Yun Tong, Mr. Fung Ping Shan, Mr. Chan Ching Shek, Mr. P. K. Kwok, Mr. Ng Chang Lok, Mr. Hayah.
 Chief Manager: Mr. Kan Tong Po.
 Assistant Manager: Mr. Li Tse Fong.
 BRANCHES & AGENCIES:
 LONDON, PARIS, SHANGHAI, KOBÉ, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, BATAVIA, SOERABAYA, BOMBAY, CALCUTTA.
 "London Bankers"—The London, Japan City and Midland Bank, Ltd.
 Every description of Banking and Exchange business transacted. Loans granted on approved securities.
 Interest allowed on Current Deposit Accounts at the rate of 2 1/2 per cent per annum, on Savings Accounts Four per cent per annum and on Fixed Deposits at the following rates:
 For 3 months at the rate of 3 per cent per annum
 For 6 months at the rate of 4 per cent per annum
 For 12 months at the rate of 5 per cent per annum
 KAY FONG PO, Chief Manager.
 Hongkong, December 31st 1923. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
 Reserve Fund ... Yen 73,000,000
 HEAD OFFICE: YOKOHAMA.
 Branches and Agencies at:
 Batavia, Kobe, Soerabaya, Rangoon, San Francisco, Calcutta, Los Angeles, Seattle, Changchun, Shanghai, Nagasaki, Fongtong, Nanyang, Newchwang, Hankow, Osaka, Tokyo, Tientsin, Harbin, Peking, Tainanfu, Rio de Janeiro, Vladivostok.
 Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
 Y. NISHIYAMA, Manager.
 Hongkong, 17th Sept., 1923. [33]

Printed and Published by HENRY ADOLPHUS CARTWRIGHT for the HONGKONG DAILY PRESS, LTD. at 11, Chater Road, Victoria, Hongkong.
 OFFICE: 121, Fleet Street, E.C. 4.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE.

(DIRECT).
 "DEMODOCUS" 25TH FEB. London, Rotterdam & Antwerp.
 "ELPENOR" 10TH MAR. London, Rotterdam & Hamburg.
 "TEIRESIAS" 17TH MAR. London & Rotterdam, Antwerp.
 "RHENENOR" 24TH MAR. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

(DIRECT OR VIA CONTINENTAL PORTS).
 "TALIBYBIUS" 20TH FEB. Genoa, Marseilles, Liverpool & Glasgow.
 "ANTH. OCHUS" 1ST MAR. Marseilles, Havre, Liverpool & Glasgow.
 "BELLEROPHON" 20TH MAR. Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE.

(VIA KOBE AND YOKOHAMA).
 "PROTESILAUS" 16TH FEB. Victoria, Seattle & Vancouver.
 "ACHILLES" 16TH MAR. Victoria, Seattle & Vancouver.

NEW YORK SERVICE.

(VIA SUEZ OR PANAMA).
 "EURYBATES" 16TH FEB. via Suez and Boston.
 "IXION" 21ST FEB. via Suez and Boston.
 "KNIGHT TEMPLAR" 21ST MAR. via Suez and Boston.

PASSENGER SERVICE.

"TEIRESIAS" 17TH FEB. for Shanghai.
 "TEIRESIAS" 17TH MAR. for Singapore & London.
 "SARPEDON" 21ST APRIL for Singapore, Marseilles & London.
 "PATROCLUS" 19TH MAY for Singapore, Marseilles & London.
 "MENTOR" 16TH JUNE for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE AGENTS.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE: Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted. Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application. The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

INDUSTRIAL AND COMMERCIAL BANK, LTD.

司公限有行銀商華

HEAD OFFICE: York Buildings, Chater Road, Hongkong.

BRANCHES: Shanghai—51, Kiangse Road, Hankow—British Consession.
 CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, R.C., Honolulu, Singapore, Penang, Hienan, Swatow, Macao, Canton and all Commercial centres of China and abroad.
 PROMPT SERVICE.
 Attractive rates for all kinds of Deposits enquiries are welcome!

T. H. MAI, Manager.